SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

TIME TABLE

FOR THE

LOS ANGELES DIVISION

175

To Take Effect Sunday, June 11, 1939, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only.

L. B. McDONALD,
General Manager.

W. B. KIRKLAND,
Superintendent of Transportation.

L. U. MORRIS,
Assistant General Manager.

C. F. DONNATIN,
Superintendent

RULES 85, 86 and 93. Between Santa Barbara and Burbank Jct., Eastward and Westward first-class trains except No. 76 must clear the time of No. 99 not less than five minutes; Eastward first-class trains must clear the time of No. 98 not less than five minutes, and second and inferior class trains, extra trains and engines must clear the time of Nos. 98 and 99 not less than ten minutes.

Freight trains must be clear of main track and insulated joints at meeting and passing points for trains 98, 99, 1, 2, 75, 76, 69 and 70.

Schedule time and train orders at Burbank Jct. apply at end of double track.

Between Mission Tower and Dayton Ave. Tower, via East Bank Jct., trains or engines may use main tracks, in either direction, being governed by signal indication.

Trains or engines stopped by interlocking signals at signal bridges 3, 4, or 6, will, if signal does not clear, call signal operator on telephone located on signal bridge.

Rules and regulations of Los Angeles Union Passenger Terminal must be observed between terminal limits and end of tracks at Los Angeles.

Revenue passenger trains must stop at Glendale.

Additional flag stop No. 72, Simi (M.P. 433.5).

Additional flag stops to receive or discharge passengers:

No. 70 Camarillo, Moorpark—Receive revenue to Los Angeles or beyond.

No. 2 Ventura, Oxnard—Discharge from or beyond Salinas.

No. 72 Miramar (M. P. 374.6), Receive to Yuma or beyond.

No. 26 Burbank—Discharge from Fresno or beyond.

No. 52 Burbank—Discharge from Lancaster or beyond.

No. 72, 52 Los Angeles Yard—Discharge DH trainmen and enginemen.

Dulah Siding will not hold more than 15 passenger cars and one engine.

List of intermediate stations and spurs, page 10.

Time Table No. 175

June 11, 1939

EASTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS				FIRST CLASS										Distance from San Francisco	
	814	810	816	812	52	72	98	76	60	26	374	2	70	56		
	Freight	Freight	Freight	Freight	San Joaquin	Passenger	Daylight	Lark	West Coast	Owl	C. M. E.	Sunset Limited	Coaster	Tehachapi		
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sun. & Mon.	Leave Daily	Leave Daily	Leave Daily		STATIONS
BKPWOT Yard				10.25 PM		6.35 PM	3.38 PM	6.15 AM			5.30 AM	5.20 AM	5.00 AM		370.7	TO-R SANTA BARBARA 1.2 D.T.
				10.30		6.40	3.42	6.19			5.35	5.25	5.04		371.9	EAST SANTA BARBARA 5.4
89 P				10.39		6.47	3.49	6.26			5.42	5.32	5.11		377.3	ORTEGA 3.9
42 P				10.46		f 6.52	3.54	6.31			5.47	5.37	5.16		381.2	TO CARPINTERIA 2.2
44 P				10.50		6.56	3.57	6.34			5.50	5.40	5.19		383.4	WAVE 2.3
42 P				10.55		7.00	4.01	6.38			5.54	5.44	5.23		385.7	PUNTA 2.9
110 P				**11.07**		7.04	4.05	6.42			5.58	5.48	5.27		388.6	SEACLIFF 4.3
31 P				11.15		7.10	4.10	6.48			6.04	5.54	5.33		392.9	DULAH 4.4
P															397.3	VENTURA JCT. 0.9
Yard 131 PW				11.25		s 7.20	4.18	6.57			6.12	6.02	s 5.43		398.2	TO VENTURA 5.0
45 PY				11.33		f 7.25	4.23	7.03			6.18	6.08	5.49		403.2	MONTALVO 4.6
BKOWYP 82 Yard				11.43		s 7.35	4.28	7.09			6.24	6.14	s 5.57		407.8	TO OXNARD 4.3
71 P				11.53 PM		7.41	4.32	7.15			6.30	6.20	6.03		412.1	LEESDALE 4.5
84 P				12.02 AM		f 7.48	4.37	7.20			6.36	6.26	6.09		416.6	TO CAMARILLO 3.2
44 P				12.10		f 7.54	4.40	7.25			6.40	6.30	6.14		419.8	SOMIS 3.1
69 P				12.20		8.00	4.44	7.30			6.44	6.34	6.19		422.9	LAGOL 4.2
110 PW				12.35		f 8.08	4.49	7.36			6.50	6.40	6.25		427.1	TO MOORPARK 5.1
74 P				12.50		**8.20**	4.55	7.43			6.58	6.49	6.35		432.2	STRATHEARN 5.3
64 P				1.04		f 8.31	5.01	7.52			7.06	6.58	6.44		437.5	TO SANTA SUSANA 3.5
77 P				1.18		f **8.40**	5.06	7.58			7.12	7.05	6.51		441.0	HASSON 4.5 A. B. S.
91 PWY				1.33		f **8.53**	5.13	8.05			7.20	7.14	6.59		445.5	TO CHATSWORTH 4.4
E 59 W 57 P				1.41		f 9.02	5.17	8.10			7.25	7.20	7.06		449.9	TO NORTHRIDGE 4.2
E 44 W 47 W				1.49		9.08	5.21	8.14			7.30	7.25	7.12		454.1	RAYMER 0.9
I															455.0	RAYMER TOWER Crossing P. E. Ry. 3.4
E 46 W 47 P				1.57		9.15	5.25	8.18			7.35	7.30	7.18		458.4	HEWITT 4.3
52 PI	10.17 PM	10.30 AM	4.38 AM	2.05	9.31 PM	9.23	5.29	8.23	8.13 AM	7.59 AM	7.40	7.35	7.24	5.54 AM	462.7 471.6	TO BURBANK JCT. 0.5
PWY					9.32	f 9.24		8.24	8.14	8.00		7.36	7.25	f 5.56	472.1	BURBANK 5.0
P					s 9.42	s 9.36	s 5.40	s 8.33	s 8.26	s 8.11	7.51	s 7.46	s 7.36	s 6.07	477.1	GLENDALE 0.2
I															477.3	GLENDALE TOWER Crossing P. E. Ry. 1.2
															478.5	ARROYO JCT. 1.2
Yard BKTWOP	10.45 PM	11.00 AM	5.05 AM	2.30 AM							8.00 AM			f	479.7	TO-R LOS ANGELES YD 1.0
I Interlocking					9.52	9.47	5.47	8.43	8.37	8.22		7.57	7.47	6.16	480.7	DAYTON AVE. TOWER 0.8 D.T.
															481.5	GLENDALE JCT. 0.4
					9.57	9.52	5.52	8.48	8.42	8.27		8.02	7.52		481.9	EAST BANK JCT. 0.15
															482.05	CROSSING U. P. Ry 0.08
															482.13	CROSSING A. T. & S. F. Ry. 0.05
I					9.59	9.54	5.54	8.50	8.44	8.29		8.04	7.54	6.34	482.18	MISSION TOWER 0.62
Yard BKYWPI					s 10.05 PM	s 10.00 PM	s 6.00 PM	s 9.00 AM	s 8.50 AM	s 8.35 AM		s 8.10 AM	s 8.00 AM	s 6.40 AM	482.8	TO-R LOS ANGELES LAUPT
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun. & Mon.	Arrive Daily	Arrive Daily	Arrive Daily		(103.2)
	(0.28) 17.37	(0.30) 16.20	(0.27 18.00	(4.05) 24.48	(0.34) 19.76	(3.25) 30.20	(2.22) 43.60	(2.45) 37.52	(0.37) 18.16	(0.36) 18.66	(2.30) 40.04	(2.50) 36.42	(3.00) 34.40	(0.46) 14.60		..............Time over District ....Average Speed per Hour

VENTURA SUBDIVISION

WESTWARD

Time Table No. 175

June 11, 1939

	STATIONS	Distance from Los Angeles		FIRST CLASS										THIRD CLASS		
				51	99	71	25	69	373	59	1	55	75	811	813	815
				San Joaquin	Daylight	Passenger	Owl	Coaster	C. M. W.	West Coast	Sunset Limited	Tehachapi	Lark	Freight	Freight	Freight
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sat. & Sun.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
A. B. S.	TO-R SANTA BARBARA 1.2	103.2	D.T.		s 10.30 AM	s 11.30 AM		s 9.45 PM	s 10.15 PM		s 10.35 PM		s 11.35 PM			
	EASTSANTABARBARA 5.4	102.0			10.26	11.25		9.40	10.10		**10.30**		11.30			
	ORTEGA 3.9	96.6			10.19	11.13		9.33	10.03		10.23		11.23			
	TO CARPINTERIA 2.2	92.7			10.14	s 11.08		9.28	9.58		10.18		11.18			
	WAVE 2.3	90.5			10.11	11.00		9.25	9.55		10.15		11.15			
	PUNTA 2.9	88.2			10.07	10.56		9.21	9.51		10.11		11.11			
	SEACLIFF 4.3	85.3			10.03	10.52		9.17	9.47		10.07		**11.07**			
	DULAH 4.4	81.0			9.58	10.46		9.11	9.42		10.01		11.01			
	VENTURA JCT. 0.9	76.6														
	TO VENTURA 5.0	75.7			9.51	s 10.36		s 9.03	9.34		9.53		10.53			
	MONTALVO 4.6	70.7			9.46	f 10.23		8.57	9.28		9.48		10.48			
	TO OXNARD 4.3	66.1			9.41	s 10.17		s 8.51	9.22		9.42		10.42			
	LEESDALE 4.5	61.8			9.37	10.05		8.44	9.16		9.37		10.37			
	TO CAMARILLO 3.2	57.3			9.33	f 9.59		8.39	9.11		9.32		10.32			
	SOMIS 3.1	54.1			9.30	f 9.52		8.35	9.07		9.28		10.28			
	LAGOL 4.2	51.0			9.27	9.47		8.31	9.03		9.24		10.24			
	TO MOORPARK 5.1	46.8			9.22	f 9.42		8.26	8.58		9.19		10.19			
	STRATHEARN 5.3	41.7			9.17	9.35		**8.20**	8.52		9.13		10.13			
	TO SANTA SUSANA 3.5	36.4			9.12	f 9.28		8.13	8.46		9.06		10.06			
	HASSON 4.5	32.9			9.08	f 9.23		8.08	**8.40**		9.01		10.01			
	TO CHATSWORTH 4.4	28.4			9.01	f 9.14		7.59	8.27		**8.53**		9.53			
	TO NORTHRIDGE 4.2	24.0			8.57	f 9.09		7.53	8.22		8.48		9.48			
	RAYMER 0.9	19.8			8.53	9.03		7.47	8.17		8.43		9.43			
	RAYMER TOWER Crossing P. E. Ry. 3.4	18.9														
	HEWITT 4.3	15.5			8.49	8.58		7.41	8.12		8.38		9.38			
	TO BURBANK JCT. 0.5	11.2	D.T.	8.18 AM	8.45	8.53	6.33 PM	7.35	8.07	8.16 PM	8.33	9.15 PM	9.33	12.35 AM	9.00 AM	5.25 PM
	BURBANK 5.0	10.7		8.17		f 8.52	6.32	7.34		8.15	8.32	f 9.14	9.32			
	GLENDALE 0.2	5.7		s 8.10	s 8.37	s 8.44	s 6.24	s 7.26	7.59	s 8.08	s 8.24	s 9.04	s 9.24			
	GLENDALE TOWER Crossing P. E. Ry. 1.2	5.5														
	ARROYO JCT. 1.2	4.3														
	TO-R LOS ANGELES YD. 1.0	3.1							7.50 PM			f		12.10 AM	8.40 AM	5.00 PM
	DAYTON AVE. TOWER 0.8	2.1		7.55	8.25	8.30	6.10	7.10		7.55	8.10	8.35	9.10			
	GLENDALE JCT. 0.4	1.3														
	EAST BANK JCT. 0.15	0.9		7.51	8.21	8.26	6.06	7.06		7.51	8.06	8.31	9.06			
	CROSSING U. P. RY. 0.08	0.75														
	CROSSING A. T. & S. F. RY. 0.05	0.67														
	MISSION TOWER 0.62	0.62		7.49	8.19	8.24	6.04	7.04		7.49	8.04	8.29	9.04			
	TO-R LOS ANGELES LAUPT	0.0		7.45 AM	8.15 AM	8.20 AM	6.00 PM	7.00 PM		7.45 PM	8.00 PM	8.25 PM	9.00 PM			
	(103.2)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sat. & Sun.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	Time over District Average Speed per Hour			(0.33) 20.36	(2.15) 45.85	(3.10) 32.58	(0.33) 20.36	(2.45) 37.52	(2.25) 42.80	(0.31) 21.63	(2.35) 39.30	(0.50) 13.44	(2.35) 39.30	(0.25) 19.44	(0.20) 24.30	(0.25) 19.44

RULES 85, 86 and 93. Between Santa Barbara and Burbank Jct., Eastward and Westward first-class trains except No. 76 must clear the time of No. 99 not less than five minutes; Eastward first-class trains must clear the time of No. 98 not less than five minutes, and second and inferior class trains, extra trains and engines must clear the time of Nos. 98 and 99 not less than ten minutes.

Freight trains must be clear of main track and insulated joints at meeting and passing points for trains 98, 99, 1, 2, 75, 76, 69 and 70.

Schedule time and train orders at Burbank Jct. apply at end of double track.

Between Mission Tower and Dayton Ave. Tower, via East Bank Jct., trains or engines may use main tracks, in either direction, being governed by signal indication.

Trains or engines stopped by interlocking signals at signal bridges 3, 4, or 6, will, if signal does not clear, call signal operator on telephone located on signal bridge.

Rules and regulations of Los Angeles Union Passenger Terminal must be observed between terminal limits and end of tracks at Los Angeles.

Revenue passenger trains must stop at Glendale.

Additional flag stops—No. 71, Simi (M.P. 433.5) Summerland (M.P. 376.2), Miramar (M.P. 374.6).

Additional flag stops to receive or discharge passengers:

No. 51 Burbank, receive to Lancaster or beyond.

No. 25 Burbank, receive to Mojave or beyond.

No. 71, 51 Los Angeles Yard, receive DH trainmen and enginemen.

No. 1 Oxnard, Ventura, receive to Watsonville Jct. or beyond.

No. 75 Ventura, receive to Salinas or beyond.

No. 99 must stop at Glendale with pilot beam of engine at west end of platform to receive passengers.

No. 25 will reduce speed at Burbank to receive mail.

Dulah Siding will not hold more than 15 passenger cars and one engine.

List of intermediate stations and spurs, page 10.

POMONA SUBDIVISION

Capacity of Sidings in Car Lengths	EASTWARD											Distance from San Francisco	Time Table No. 175 June 11, 1939		Distance from Colton	WESTWARD				
	THIRD CLASS					FIRST CLASS										FIRST CLASS				
	830	828	826	824	822	368	6	4	44	370	2		STATIONS			367	43	5	1	3
	Freight	Freight	Freight	Freight	Freight	The Imperial	Argonaut	Golden State Limited	Californian	A. O. N.	Sunset Limited					The Imperial	Californian	Argonaut	Sunset Limited	Golden State Limited
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sat. & Sun.	Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Yard BKTWOP	10.00 PM	9.40 PM	2.50 PM	7.30 AM	1.30 AM							479.7	TO-R LOS ANGELES YARD 1.0		58.6					
I												480.7	DAYTON AVE. TOWER 0.8		57.6					
												481.5	GLENDALE JCT. 0.4		56.8					
												481.9	EAST BANK JUNCTION 0.2		56.4					
												482.1	TAYLOR JUNCTION		56.2					
Yard BKYWPI						9.30 PM	8.15 PM	8.10 PM	8.00 PM		9.45 AM	481.9	TO-R LAUPT LOS ANGELES 0.62		57.1	s 5.15 AM	s 7.10 AM	s 7.30 AM	s 4.30 PM	s 7.25 PM
I						9.34	8.19	8.14	8.04	7.50 PM	9.49	482.52	MISSION TOWER 0.05	D. T.	56.48	5.09	7.04	7.21	4.24	7.19
												482.57	CROSSING A. T. & S. F. RY. 0.08		56.43					
												482.65	CROSSING U. P. RY. 0.15		56.35					
						9.35	8.20	8.15	8.05	7.51	9.50	482.8	TAYLOR JUNCTION 1.8		56.2	5.08	7.03	7.20	4.23	7.18
												484.6	AURANT 3.1		54.4					
67 IP	10.30	10.10	3.20	8.00	2.00	s 9.53	s 8.38	s 8.33	s 8.23	8.06	s 10.08	487.7	TO ALHAMBRA 2.9		51.3	s 4.52	s 6.47	s 7.05	s 4.07	s 7.01
88 P	10.36	10.16	3.26	8.06	2.06	9.58	8.43	8.38	8.28		10.13	490.6	SAN GABRIEL 4.0		48.4	f 4.39	6.38	6.58	3.58	6.52
75 P	10.44	10.24	3.34	8.14	2.14	f 10.05	8.48	8.43	8.33	8.15	10.18	494.6	EL MONTE 0.4		44.4	f 4.29	6.32	6.52	3.52	6.47
I												495.0	EL MONTE TOWER Crossing P. E. Ry. 2.3		44.0					
90 PW	10.49	10.29	**3.47**	8.19	2.19	f 10.11	8.52	8.47	8.37		10.22	497.3	TO BASSETT 3.4		41.7	f 4.23	6.27	6.47	**3.47**	6.43
81 P	10.55	10.35	3.53	8.25	2.25	f 10.18	8.56	8.51	8.41	8.22	10.26	500.7	TO PUENTE 2.8		38.3	f 4.17	6.22	6.42	3.42	6.38
70 P	11.03	10.42	4.01	8.33	2.33	10.24	8.59	8.54	8.44	8.25	10.29	503.5	MARNE 3.3		35.5	4.11	6.18	6.38	3.38	6.34
86 P	11.12	10.50	4.10	8.42	2.42	f 10.31	9.03	8.58	8.48	8.29	10.33	506.8	WALNUT 3.9		32.2	f 4.06	6.14	6.34	3.34	6.30
72 P	11.23	11.01	4.21	8.53	2.52	f 10.39	9.09	9.04	8.54	8.34	10.38	510.7	SPADRA 3.6		28.3	f 3.59	6.08	6.28	3.29	6.25
Yard KWTP 243	11.40	11.15	4.38	9.10	3.08	s 10.52	9.18	9.13	9.02	8.40	10.45	514.3	TO POMONA 0.1	A. B. S.	24.7	s 3.51	6.01	f 6.21	3.24	6.20
												514.4	CROSSING P. E. RY. 3.4		24.6					
72 P	11.51 PM	11.23	4.49	9.21	3.19	10.59	9.24	9.19	9.08	8.44	10.51	517.8	NAROD 2.4		21.2	f 3.41	5.54	6.14	3.18	6.13
Yard 125 P	12.02 AM	11.28	5.00	9.32	**3.34**	s 11.10	9.31	9.25	9.12	8.48	10.56	520.2	TO ONTARIO 3.6		18.8	f **3.34**	5.49	f 6.09	3.14	6.08
69 PW	12.10	11.35	5.08	9.40	3.42	f 11.20	9.37	9.30	9.17	8.53	11.01	523.8	GUASTI 3.7		15.2	f 3.25	5.43	6.03	3.09	6.02
80 P	12.19	11.42	5.17	9.49	3.51	f 11.28	9.42	9.35	9.22	8.57	11.05	527.5	ETIWA 2.2		11.5	f 3.17	5.37	5.57	3.04	5.56
90 PY	12.24	11.46	5.22	9.54	3.57	f 11.33	9.45	9.38	9.25	9.00	11.08	529.7	TO SOUTH FONTANA 2.4		9.3	f 3.14	5.34	5.54	3.01	5.53
70 P	12.34	11.51	5.32	10.04	4.07							532.1	AILSA 2.5		6.9					
PI												534.6	BLOOMINGTON TOWER Crossing P. E. Ry. 0.1		4.4					
75 P	12.43	11.56 PM	**5.47**	10.13	4.16	f 11.43	9.52	9.44	9.31	9.05	11.14	534.7	TO BLOOMINGTON 4.0		4.3	f 3.05	5.28	5.48	2.56	**5.47**
I												538.7	COLTON TOWER Crossing A. T & S. F Ry. 0.0		0.3					
												538.7	CROSSING U. P. RY. 0.3		0.3					
Yard BKYWOTP	1.00 AM	12.10 AM	6.00 PM	10.30 AM	4.30 AM	s 11.55 PM	s 10.01 PM	s 9.53 PM	s 9.40 PM	9.13 PM	s 11.23 AM	539.0	TO-R COLTON		0.0	2.55 AM	5.18 AM	5.38 AM	2.48 PM	5.38 PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sat. & Sun.	Arrive Daily		(58.6)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(3.00) 19.76	(2.30) 23.40	(3.10) 18.50	(3.00) 19.76	(3.00) 19.76	(2.25) 23.62	(1.46) 32.32	(1.43) 33.26	(1.40) 34.26	(1.23) 40.82	(1.38) 35.06		...............Time over District............... ....Average Speed per Hour			(2.20) 24.47	(1.52) 30.59	(1.52) 30.59	(1.42) 33.58	(1.47) 32.01

No. 3 passing Ontario station reduce speed sufficiently to permit throwing U. S. Mail in mail car.

Rules and regulations of Los Angeles Union Passenger Terminal must be observed between Terminal limits and end of tracks at Los Angeles.

Schedule time and train orders at Alhambra apply at end of double track for eastward trains only.

Capacity of main track in car lengths of 45 feet between interlocking derail and west clearance point El Monte 66 Bloomington 64 cars.

See table on Page 5 for additional flag stops.

List of Intermediate Spurs page 10.

When necessary to stop at signal bridge No. 3, East Bank Line, eastward freight trains will stop west of Main Street Crossing.

BEAUMONT SUBDIVISION

	EASTWARD													WESTWARD				
	SECOND CLASS			FIRST CLASS								Time Table No. 175 June 11, 1939		FIRST CLASS				
Capacity of Sidings in Car Lengths	836 Freight	834 Freight	832 Freight	6 Argonaut	4 Golden State Limited	44 Californian	370 A. O. N.	2 Sunset Limited	368 The Imperial	Distance from San Francisco		STATIONS	Distance from Indio	43 Californian	5 Argonaut	1 Sunset Limited	3 Golden State Limited	367 The Imperial
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sat. & Sun.	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Yard BKYWOPT	10.30 PM	8.00 AM	1.10 AM	10.06 PM	9.58 PM	9.45 PM	9.13 PM	11.28 AM	12.05 AM	539.0		TO-R COLTON 0.0	71.9	s 5.13 AM	s 5.33 AM	s 2.43 PM	s 5.33 PM	s 2.39 AM
										539.0		CROSSING P. E. RY. 3.6	71.9					
77 P	10.45	8.15	1.25	10.12	10.04	9.51	9.19	11.34	f 12.11	542.6		LOMA LINDA 1.9	68.3	f 5.07	5.27	2.37	5.27	f 2.31
70 P	10.50	8.20	1.30	10.15	10.07	9.54	9.22	11.37	f 12.15	544.5		TO BRYN MAWR 1.8	66.4	5.03	5.23	2.34	5.24	f 2.26
67 P	10.55	8.25	1.35	10.18	10.10	9.57	9.25	11.40	f 12.20	546.3		REDLANDS 2.8	64.6	f 4.59	5.19	2.31	5.21	f 2.21
E 86 W 79 P	11.05	8.35	1.45	10.25	10.17	10.04	9.30	11.47	f 12.28	549.1		ORDWAY 3.6	61.8	4.53	5.13	2.25	5.15	f 2.12
125 PW	11.20	8.50	**2.04**	10.33	10.25	10.12	9.36	11.55	f 12.37	552.7		EL CASCO 2.7	58.2	4.47	5.07	2.19	5.09	f **2.04**
75 P	11.28	8.58	2.12	10.37	10.29	10.16	9.41	11.59 AM	12.42	555.4		HAIG 1.8	55.5	4.42	5.02	2.14	5.04	1.58
70 P	11.35	9.05	2.19	10.41	10.33	10.20	9.45	12.03 PM	f 12.47	557.2		HINDA 2.5	53.7	4.38	4.58	2.11	5.01	f 1.53
72 P	11.42 PM	9.12	2.26	10.46	10.38	10.25	9.49	12.08	12.53	559.7		NICKLIN 2.3	51.2	4.34	4.53	2.07	4.57	1.47
Yard WYOP 166	12.01 AM	9.30	2.44	f 10.53	10.45	10.32	9.54	s 12.15	s 1.05	562.0		TO BEAUMONT 3.5	48.9	f 4.29	4.48	2.02	4.52	s 1.41
80 P	12.11	9.41	2.54	10.59	10.51	10.38	10.00	12.20	1.10	565.5		PERSHING 2.7	45.4	4.21	4.39	1.55	4.44	1.28
118 P	12.20	9.50	3.03	f 11.03	10.55	10.42	10.05	s 12.26	s **1.20**	568.2	A. B. S.	TO BANNING 3.3	42.7	f 4.15	4.33	1.49	4.38	s **1.20**
70 P	12.30	10.00	3.13	11.08	11.00	10.47	10.11	12.31	1.25	571.5		OWL 2.6	39.4	4.07	4.25	1.41	4.30	1.00
114 PW	**12.53**	10.19	3.31	11.12	11.04	10.51	10.16	12.35	f 1.31	574.1		TO CABAZON 2.1	36.8	4.00	4.17	1.34	4.22	f **12.53**
75 P	1.00	10.26	3.38	11.16	11.08	10.55	10.20	12.39	1.36	576.2		MONS 2.4	34.7	3.54	4.10	1.28	4.16	12.45
68 P	1.08	10.34	**3.48** **4.03**	11.20	11.12	10.59	10.25	12.43	1.41	578.6		FINGAL 4.0	32.3	**3.48**	**4.03**	1.22	4.09	12.37
E 68 W 68 PW	1.21	10.47	4.16	11.26	11.18	f 11.05	10.32	f 12.50	f 1.53	582.6		TO PALM SPRINGS 2.8	28.3	f 3.39	3.56	1.15	s 4.02	f 12.27
70 P	1.30	10.56	4.25	11.31	11.23	11.10	10.37	12.55	f 1.59	585.4		HUGO 2.7	25.5	3.30	3.47	1.07	3.52	f 12.18
E 70 W 71 PYW	1.49	11.15	4.44	11.36	11.28	11.15	10.42	**1.00**	s 2.07	588.1		TO GARNET 3.5	22.8	3.22	3.40	**1.00**	3.45	s 12.11
70 P	**2.12**	11.24	4.53	11.41	11.33	11.20	10.46	1.05	**2.12**	591.6		SALVIA 3.5	19.3	3.13	3.31	12.46	3.37	12.01 AM
70 P	2.22	11.33	5.02	11.46	11.38	11.25	10.50	1.10	2.17	595.1		RIMLON 3.9	15.8	3.08	3.26	12.41	3.32	11.56 PM
69 P	2.34	11.46	5.15	**11.51**	11.43	11.30	10.55	1.15	f 2.23	599.0		TO EDOM 2.5	11.9	3.03	3.21	12.36	3.27	f **11.51**
70 P	2.39	11.51 AM	5.20	11.54	**11.46**	11.33	10.58	1.18	f 2.27	601.5		DRY CAMP 5.0	9.4	2.58	3.16	12.31	3.23	f **11.46**
70 P	**2.52**	12.01 PM	5.30	11.59 PM	11.51	**11.38**	11.03	1.23	f 2.32	606.5		MYOMA 4.4	4.4	**2.52**	3.10	12.25	3.18	f **11.38**
Yard BKWYOP	**3.03** AM	12.10 PM	5.40 AM	s 12.07 AM	s 11.59 PM	s 11.46 PM	s 11.11 PM	s 1.31 PM	s 2.40 AM	610.9		TO-R INDIO	0.0	2.45 AM	**3.03** AM	12.18 PM	3.11 PM	11.25 PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sat. & Sun.	Arrive Daily	Arrive Daily			(71.9)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(4.33) 15.80	(4.10) 17.25	(4.30) 15.97	(2.01) 35.65	(2.01) 35.65	(2.01) 35.65	(1.58) 36.55	(2.03) 35.07	(2.35) 27.83			........Time over District........ .....Average Speed per Hour.....		(2.28) 29.12	(2.30) 28.76	(2.25) 29.75	(2.22) 30.38	(3.14) 22.23

Nos. 3, 5 and 4 passing Beaumont Station and Nos. 1 and 2 passing Palm Springs Station, reduce speed sufficiently to permit throwing U. S. Mail in Mail car.

List of Intermediate Spurs page 10.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or Beyond)	From (or Beyond)	Frequency
5	Any Station	Discharge		Yuma	Daily
43	Any Station	Discharge Revenue		Phoenix	Daily
1	Palm Springs, Banning, Beaumont, Redlands, Ontario, Pomona	Receive, Discharge, Revenue	Alhambra	Yuma	Daily
1	Ontario, Pomona	Discharge Revenue		Imperial Valley Points	Daily
1	Any Station	Discharge Revenue		East of El Paso	Daily
3	Any Station	Discharge		El Paso	Daily
3	Ontario, Pomona	Receive	Santa Barbara, Bakersfield		Daily
3	Redlands	Discharge		Yuma	Daily
2	Pomona, Ontario	Receive			
		Discharge Revenue	Niland	Burbank	Daily
2	Loma Linda, Redlands	Receive	Niland	Alhambra	Daily
		Discharge Revenue			
6	Any Station	Receive	Yuma		Daily
4-44	Any Station	Receive Revenue	Wellton		Daily
4	Redlands	Receive Baggage for passengers on No. 44			Daily
4	Palm Springs	Discharge		Alhambra	Daily
44	Pomona, Ontario	Discharge Revenue		Burbank	Daily
44	Redlands	Discharge		Alhambra	Daily

SALTON SUBDIVISION

Capacity of Sidings in car lengths	824	822	44	370	2	358	368	6	4	362	Distance from San Francisco		Time Table No. 175 June 11, 1939 STATIONS	Distance from Yuma	5	1	3	363	367	43		357
	EASTWARD														WESTWARD							
	SECOND CLASS		FIRST CLASS												FIRST CLASS							SECOND CLASS
	Freight	Freight	Californian	A. O. N.	Sunset Limited	Mixed	The Imperial	Argonaut	Golden State Limited	San Diego Passenger					Argonaut	Sunset Limited	Golden State Limited	San Diego Passenger	The Imperial	Californian		Mixed
	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sat. & Sun.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily
Yard BKYWOP	2.40PM	6.10AM	11.51PM	11.22PM	1.36PM		**2.58**AM	12.12AM	12.04AM		610.9		TO-R INDIO	121.8	s **2.58**AM	s 12.13PM	s 3.06PM		s 11.00PM	s 2.40AM		
92 P	**2.59**	6.22	11.58PM	11.28	f 1.43		s 3.10	12.19	12.11		614.4		3.5 TO COACHELLA	118.3	2.51	12.06	**2.59**		s 10.51	2.33		
58 P	3.06	6.29	12.02AM	11.32	f 1.48		s 3.20	12.23	12.15		618.0		3.6 TO THERMAL	114.7	2.46	12.01PM	2.55		s 10.37	2.29		
149 PW	3.17	6.40	12.08	11.39	f 1.55		s 3.40	12.29	12.21		624.1		6.1 TO MECCA	108.6	2.39	11.53AM	2.49		s 10.24	2.23		
70 P	3.26	6.49	12.13	11.44	2.00		f 3.48	12.34	12.26		628.8		4.7 CALEB	103.9	2.34	11.47	2.44		f 10.12	2.18		
70 P	3.34	6.57	12.18	11.49	2.05		f 3.56	12.39	12.31		633.3		4.5 MORTMAR	99.4	2.29	11.42	2.39		f 10.06	2.13		
109 P	3.41	7.05	12.23	11.54	2.10		f 4.04	12.44	12.36		637.8		4.5 SALTON	94.9	2.24	11.36	2.34		f 10.00	2.08		
70 P	3.51	7.15	12.28	11.59PM	2.15		f 4.12	12.49	12.41		642.1		4.3 DURMID	90.6	2.19	11.31	2.30		f 9.54	2.04		
110 P	4.01	7.25	12.33	12.04AM	**2.25**		f 4.20	12.54	12.46		646.8		4.7 BERTRAM	85.9	2.14	11.26	**2.25**		f 9.48	1.59		
107 P	4.08	7.32	12.38	12.09	2.30		f 4.27	12.59	12.51		651.1		4.3 POPE	81.6	2.09	11.21	2.19		f 9.41	1.55		
70 P	4.15	7.39	12.43	12.14	2.35		f 4.34	1.04	12.56		655.6		4.5 FRINK	77.1	2.04	11.16	2.14		f 9.34	1.50		
111 P	4.22	7.46	12.48	12.19	2.40		f 4.42	1.09	1.01		660.1		4.5 WISTER	72.6	1.59	11.11	2.09		f 9.28	1.45		
71 P	4.28	7.52	12.52	12.23	2.44		f 4.49	1.13	1.05		663.5		3.4 MUNDO	69.2	1.54	11.06	2.05		f 9.22	1.41		
Yard 159 BKYWOP	4.38	8.08	12.58	12.36	s 2.55		s 5.00AM	1.21	s 1.12		667.5		4.0 TO-R NILAND	65.2	1.49	f 11.01	f 2.01		9.15PM	1.36		
69 P	4.44	8.16	1.03	12.41	3.00			**1.30**	1.18		671.7		4.2 FLOWING WELL	61.0	1.40	10.50	1.51			**1.30**		
119 P	5.02	8.35	1.07	12.44	3.05			**1.35**	**1.23**		674.4	A. B. S.	2.7 IRIS	58.3	**1.35**	10.47	1.48			**1.23**		
70 P	5.11	8.45	**1.12**	12.49	3.11			1.41	**1.31**		678.5		4.1 TORTUGA	54.2	**1.31**	10.42	1.43			**1.12**		
108 PW	5.31	9.06	**1.25**	**1.00**	3.18			1.47	1.37		684.6		6.1 AMOS	48.1	**1.25**	10.34	1.36			f **1.00**		
72 P	5.42	9.17	1.32	**1.14**	3.25			1.54	1.44		690.1		5.5 ACOLITA	42.6	**1.14**	10.27	1.29			12.50		
110 P	5.52	9.27	1.39	1.21	3.32			2.01	1.51		695.6		5.5 MESQUITE	37.1	1.07	10.20	1.22			12.43		
84 P	5.56	9.31	1.43	1.25	3.36			2.04	1.54		698.1		2.5 TO GLAMIS	34.6	1.04	10.16	1.19			f 12.39		
108 P	6.04	9.39	1.49	1.32	3.42			2.10	2.00		703.0		4.9 RUTHVEN	29.7	12.59	10.11	1.14			12.33		
69 P	6.14	9.49	1.56	1.41	3.50			2.18	2.08		709.4		6.4 DRYLYN	23.3	12.52	10.03	1.07			12.26		
69 P	6.20	**9.59**	2.00	1.46	3.54			2.23	2.13		712.3		2.9 CACTUS	20.4	12.49	**9.59**	1.04			12.22		
106 P	6.37	10.19	2.07	1.55	f 4.01			2.31	2.21		716.6		4.3 OGILBY	16.1	12.44	9.54	12.59			f 12.16		
69 P	6.48	10.30	2.14	2.03	4.09			2.39	2.29		722.7		6.1 KNOB	10.1	12.37	9.47	12.52			12.08		
P	6.54	10.36	2.20	2.10	4.15	12.30PM		2.45	2.35	2.00AM	726.1		3.4 ARAZ JUNCTION	6.6	12.32	9.42	12.47	12.55PM		12.02AM		1.45PM
IP											727.0	D. T.	0.9 TO ARAZ	5.7								
Spur 30											731.9		4.9 COLORADO	0.8								
Yard BKTYWOP	7.15PM	10.50AM	s 2.35AM	s 2.25AM	s 4.30PM	s 12.45PM		s 3.00AM	s 2.50AM	s 2.15AM	732.7		0.8 GAUNTLET TRACK (See Note) TO-R YUMA	0.0	12.20AM	9.30AM	12.35PM	12.40PM		11.50PM		1.30PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun. & Mon.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(121.8)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily
	(4.35) 26.57	(4.40) 26.29	(2.44) 44.56	(3.03) 39.89	(2.54) 42.00	(0.15) 26.40	(2.02) 27.81	(2.48) 43.50	(2.46) 44.02	(0.15) 26.40			......Time over District...... ....Average Speed per Hour...		(2.38) 46.20	(2.43) 44.83	(2.31) 48.39	(0.15) 26.40	(1.45) 32.34	(2.50) 42.92		(0.15) 26.40

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
5	Any Station	Discharge		Yuma	Daily
43	Any Station	Discharge Revenue		Phoenix	Daily
1	Any Station	Discharge Revenue		East of El Paso	Daily
3	Any Station	Discharge		El Paso	Daily
3	Mecca, Thermal, Coachella	Discharge		Yuma	Daily
6	Any Station	Receive	Yuma		Daily
4-44	Any Station	Receive Revenue	Wellton		Daily

On gauntlet track over Colorado River Bridge between signals 7320 and 7322 west of bridge, and signals 7321 and 7323 east of bridge, trains and engines will be governed by block signals, whose indications will supersede the superiority of trains. Speed over gauntlet track must not exceed eight (8) miles per hour. When signals indicate stop and no train or engine in gauntlet, send flagman ahead and after waiting five minutes follow flagman.

Nos. 1 and 2 will stop on flag at Ogilby Mondays, Amos Tuesdays and Glamis Saturdays to receive and discharge non-revenue passengers.

No. 2 will make stops if necessary, to unload baggage and express Tuesdays and Fridays Flowing Well to Amos inclusive, Wednesdays and Saturdays Acolita to Knob inclusive.

Capacity of Sidings in Car Lengths	EASTWARD	Distance from San Francisco		Time Table No. 175 June 11, 1939 STATIONS	Distance from Los Angeles	WESTWARD
W 78 Yard E71BKWOYP		450.6	A. B. S.	TO-R SAUGUS	32.2	
				2.4		
63 P		453.0		NEWHALL	29.8	
				0.7		
80		453.7		ELAYON	29.1	
				0.7		
		454.4		WALTZ JUNC.	28.4	
				2.2		
58 P		456.6		TUNNEL	26.2	
				2.6		
83 P		459.2		SYLMAR	23.6	
				2.6		
Yard 105 WOTP		461.8		TO SAN FERNANDO	21.0	
				1.6		
85 P		463.4		PACOIMA	19.4	
				2.2		
P		465.6		WAHOO	17.2	
				2.3		
96 P		467.9		ROSCOE	14.9	
				3.7		
52 Pl		471.6		TO BURBANK JCT.	11.2	
				21.0		

See Current San Joaquin Division Time Table for Schedules of Westward and Eastward trains between Saugus and Burbank Junction.

VENTURA SUBDIVISION

Capacity of Sidings in Car Lengths	EASTWARD	Distance from San Francisco		Time Table No. 175 June 11, 1939 Santa Paula Branch STATIONS	Distance from Saugus	WESTWARD
Yard PY		403.2		MONTALVO	45.5	
				4.4		
60 P		407.6	TO	SATICOY	41.1	
				3.4		
13		411.0		LIMCO	37.7	
				0.3		
34 P		411.3		HAINES	37.4	
				3.4		
Yard 45 PW		414.7	TO	SANTA PAULA	34.0	
				7.1		
P		421.8		SESPE	26.9	
				2.7		
Yard BKP 40		424.5	TO-R	FILLMORE	24.2	
				3.7		
35 P		428.2		CAVIN	20.5	
				1.7		
		429.9		BUCKHORN	18.8	
				1.9		
35 PW		431.8	TO	PIRU	16.9	
				2.5		
21		434.3		CAMULOS	14.4	
				4.1		
36 P		438.4		KEMP	10.3	
				5.7		
37 P		444.1		NEWHALL RANCH	4.6	
				1.1		
		445.2		OBERG	3.8	
				2.7		
		447.9		PARDEE	0.8	
				0.8		
78 BKOWY Yard		448.7	TO-R	SAUGUS	0.0	
				(45.5)		

Service by extra trains only.

List of Intermediate Spurs page 10.

VENTURA SUBDIVISION

Capacity of Sidings in Car Lengths	EAST-WARD	Distance from San Francisco	Time Table No. 175 June 11, 1939 Ojai Branch STATIONS	Distance from Ojai	WEST-WARD
		397.3	VENTURA JCT	15.0	
			3.5		
		400.8	ORTONVILLE	11.5	
			2.1		
5		402.9	CANET	9.4	
			6.0		
8		408.9	TICO	3.4	
			3.4		
17 PWT		412.3	OJAI	0.0	
			15.0		

Service by extra trains only.

List of Intermediate Spurs page 10.

VENTURA SUBDIVISION

Capacity of Sidings in Car Lengths	EAST-WARD	Distance from San Francisco		Time Table No. 175 June 11, 1939 Burbank Branch STATIONS	Distance from Burbank	WEST-WARD
91 PWY		445.5	TO	CHATSWORTH	21.3	
				3.6		
		449.1		CROSSING P. E. RY.	17.7	
				0.1		
37		449.2		CANOGA PARK	17.6	
				4.2		
37		453.4		TARZANA	13.4	
				2.0		
33		455.4		ENCINO	11.4	
				3.0		
		458.4		CROSSING P. E. RY.	8.4	
				0.0		
39		458.4		VAN NUYS	8.4	
				1.5		
38		459.9	See Note	KESTER	6.9	
				1.3		
		461.2		GARNSEY	5.6	
				1.6		
		462.8		NORTH HOLLYWOOD	4.0	
				4.0		
45 WY		466.8		BURBANK	0.0	
				(21.3)		

Joint track with Pacific Electric Ry. between Kester and North Hollywood see special instructions under special signals.

Service by extra trains only.

List of Intermediate Spurs page 10.

FIRESTONE PARK SUBDIVISION

Capacity of Sidings in Car Lengths	Eastward	Distance from San Francisco		Time Table No. 175 June 11, 1939 San Pedro Branch STATIONS		Distance from San Pedro	Westward
I		480.7		DAYTON AVE. TOWER	D.T.	24.8	
				1.2			
IY		481.9		RIVER STATION TOWER		23.6	
		482.5		MISSION TOWER		23.6	
				0.12			
		482.4		MISSION JUNCTION		23.5	
				0.5			
		482.5		NAUD JUNCTION		23.0	
				2.7			
		485.2		WASHINGTON ST. JCT.		20.3	
				0.3			
I		485.5		CLEMENT JCT. TOWER Crossing P. E. Ry.		20.0	
				0.2			
		485.7		BUTTE ST. JCT.		19.8	
				0.7			
98		486.4		VERNONDALE		19.1	
				0.9			
I		487.3		CROSSING A. T. & S. F. RY.		18.2	
				0.2			
		487.5		CROSSING P. E. RY.		18.0	
				1.6			
YWP		489.1	TO-R	FIRESTONE PARK		16.4	
				1.2			
30		490.3		SOUTHGATE TWEEDY BLVD		15.2	
				1.0			
		491.3		CROSSING P. E. RY.		14.2	
				0.5			
25		491.8		LYNWOOD		13.7	
				2.3			
61		494.1		COMPTON		11.4	
				2.1			
I		496.2		DOMINQUEZ TOWER Crossing P. E. Ry.		9.3	
				1.5			
		497.7		ELFTMAN		7.8	
				2.3			
32		500.0		WATSON		5.5	
				0.9			
I		500.9		WILMINGTON (Anaheim Blvd.) TOWER Crossing A. T. & S. F. Ry.		4.6	
				0.5			
PY		501.4		WILMINGTON (Anaheim Blvd.)		4.1	
				0.5			
		501.9		CROSSING P. E. RY.		3.6	
				0.2			
		502.1		ANAHEIM BOULEVARD		3.4	
				0.6			
		502.7		CROSSING P. E. RY.		2.8	
				0.2			
		502.9	TO-R	WILMINGTON		2.6	
				1.6			
I		504.5		SAN PEDRO DRAWBRIDGE		1.0	
				1.0			
Yard BOWPK		505.5		SAN PEDRO		0.0	
				(24.8)			

Service by Extra Trains only.

List of Intermediate Spurs page 10.

Between Fourth and Sixth Streets Los Angeles yard, track 14 eastward and track 18 westward, will be used as main tracks.

Trackage east of Anaheim Boulevard is under jurisdiction of Harbor Belt Line Railroad. Eastward trains must communicate with yardmaster, Wilmington, before leaving Wilmington (Anaheim Boulevard.)

Eastward FIRESTONE PARK SUBDIVISION **Westward**

Time Table No. 175

June 11, 1939

Long Beach Branch

Capacity of Sidings in Car Lengths	Distance from San Francisco		STATIONS	Distance from Long Beach
PY	501.4		WILMINGTON (Anaheim Blvd.)	2.1
			0.4	
I	501.8		CROSSING A. T. & S. F. RY.	1.7
			0.2	
1	502.0		CROSSING U. P. RY.	1.5
			0.4	
	502.4		CROSSING P. E. RY. (Stop)	1.1
			1 1	
Yard	503.5	TO	LONG BEACH	0.0
			(2.1)	

Service by extra trains only

Eastward FIRESTONE PARK SUBDIVISION **Westward**

Time Table No. 175

June 11, 1939

Santa Ana Branch

Capacity of Sidings in Car Lengths	Distance from San Francisco		STATIONS	Distance from Dyer
YWP	489.1	TO-R	FIRESTONE PARK	30.3
			1.0	
19	490.1		ARDMORE	29.3
			1.8	
I	491.9		CROSSING U. P. RY.	27.5
			0.2	
13	492.1		SOUTHGATE ATLANTIC BLVD	27.3
			1.1	
10	493.2		VINVALE	26.2
			1.8	
21	495.0	TO	DOWNEY	24.4
			2.4	
17 P	497.4	R	STUDEBAKER	22.0
			1.7	
39	499.1	TO	NORWALK	20.3
			2.1	
20	501.2		CARMENITA	18.2
			3.2	
76	504.4		BUENA PARK	15.0
			1.0	
32	505.4		ALMOND	14.0
			3.6	
Yard 24 WY	509.0		WEST ANAHEIM	10.4
			1.2	
Yard	510.2		ANAHEIM	9.2
			1.7	
30 P	511.9		TUSTIN JCT.	7.5
			5.1	
Yard BKWYOP	517.0	TO-R	SANTA ANA	2.4
			0.1	
	517.1		CROSSING W. LEG WYE	2.3
			0.1	
	517.2		CROSSING E. LEG WYE	2.2
			2.2	
63	519.4		DYER	0.0
			(30.3)	

Service by extra trains only
List of Intermediate Spurs page 10.

Eastward FIRESTONE PARK SUBDIVISION **Westward**

Time Table No. 175

June 11, 1939

Whittier Branch

Capacity of Sidings in Car Lengths	Distance from San Francisco	STATIONS	Distance from Whittier
17 P	497.4	STUDEBAKER	5.9
		2.1	
	499.5	FULTON WELLS	3.8
		1.1	
15	500.6	LOS NIETOS	2.7
		0.0	
I	500.6	LOS NIETOS TOWER Crossing A. T. & S. F. Ry.	2.7
		0.4	
	501.0	CROSSING P. E. RY. (Stop)	2.3
		1.2	
39	502.2	EVERGREEN STREET	1.0
		0.9	
	503.1	CROSSING P. E. RY.	0.1
		0.1	
27 TW	503.2	WHITTIER	0.0
		(5.9)	

Service by extra trains only

Eastward FIRESTONE PARK SUBDIVISION **Westward**

Time Table No. 175

June 11, 1939

Los Alamitos Branch

Capacity of Sidings in Car Lengths	Distance from San Francisco	STATIONS	Distance from Los Alamitos
Yard YWP	509.0	WEST ANAHEIM	9.4
		4.6	
	513.6	STANTON	4.8
		0.4	
	514.0	CROSSING P. E. RY. (Stop)	4.4
		0.1	
Y	514.1	STANTON JUNCTION	4.3
		4.3	
Yard	518.4	LOS ALAMITOS	0.0
		(9.4)	

Service by extra trains only

Eastward FIRESTONE PARK SUBDIVISION **Westward**

Time Table No. 175

June 11, 1939

Smeltzer Branch

Capacity of Sidings in Car Lengths	Distance from San Francisco	STATIONS	Distance from Wiebling
Y	514.1	STANTON JUNCTION	7.8
		3.3	
W	517.4	WESTMINSTER	4.5
		1.5	
15	518.9	SUGAR	3.0
		0.6	
27	519.5	SMELTZER	2.4
		1.0	
	520.5	WINTERSBURG	1.4
		1.4	
9	521.9	WIEBLING	0.0
		(7.8)	

Service by extra trains only

Eastward FIRESTONE PARK SUBDIVISION **Westward**

Time Table No. 175

June 11, 1939

Tustin Branch

Capacity of Sidings in Car Lengths	Distance from San Francisco	STATIONS	Distance from Tustin
30	511.9	TUSTIN JCT.	10.5
		0.5	
I	512.4	ANAHEIM TOWER Crossing A. T. & S. F. Ry.	10.0
		2.1	
21	514.5	MARLBORO	7.9
		0.2	
	514.7	CROSSING A. T. & S. F. RY. (Stop)	7.7
		2.0	
18	516.7	VILLA PARK	5.7
		1.7	
33	518.4	MCPHERSON	4.0
		1.0	
18	519.4	EL MODENA	3.0
		3.0	
26 W	522.4	TUSTIN	0.0
		(10.5)	

Service by extra trains only

Eastward POMONA SUBDIVISION **Westward**

Time Table No. 175

June 11, 1939

Covina Branch

Capacity of Sidings in Car Lengths	Distance from San Francisco		STATIONS		Distance from Pomona
96 PW	497.3	TO	BASSETT		17.8
			3.6		
34	500.9		BALDWIN PARK	Staff System	14.2
			0.1		
	501.0		CROSSING P. E. RY .(Stop)		14.1
			0.4		
28	501.4		CRUSHTON		13.7
			0.3		
	501.7		WITHAM		13.4
			0.6		
33	502.3		IRWINDALE		12.8
			1.8		
25	504.1		AZUSA AVENUE		11.0
			1.0		
Yard PW	505.1	TO	COVINA		10.0
			1.6		
9	506.7		SAVOY		8.4
			0.7		
27	507.4		CHARTER OAK		7.7
			1.1		
	508.5		CRSG. P. E. RY. LONE HILL	Staff System	6.6
			1.0		
38	509.5		SAN DIMAS		5.6
			2.4		
57	511.9		LA VERNE		3.2
			1.4		
	513.3		GANESHA JCT.		1.8
			1.8		
Yard KPTW 245	515.1	TO	POMONA		0.0
			(17.8)		

Service by extra trains only
List of Intermediate Spurs page 10.

Eastward POMONA SUBDIVISION **Westward**

Time Table No. 175

June 11, 1939

Pasadena Branch

Capacity of Sidings in Car Lengths	Distance from San Francisco		STATIONS	Distance from Pasadena
67 WP	487.7	TO	ALHAMBRA	4.8
			0.8	
	488.5		CROSSING P. E. RY.	4.0
			1.0	
I	489.5		CROSSING P. E. RY.	3.0
			0.4	
	489.9		SO. PASADENA	2.6
			0.7	
23	490.6		GARFIELD AVE.	1.9
			0.6	
15	491.2		RAYMOND HOTEL	1.3
			0.0	
	491.2		CROSSING A. T. & S. F. RY.	1.3
			1.3	
Yard WP	492.5		PASADENA	0.0
			(4.8)	

Service by extra trains only

Eastward POMONA SUBDIVISION **Westward**

Time Table No. 175

June 11, 1939

Duarte Branch

Capacity of Sidings in Car Lengths	Distance from San Francisco		STATIONS	Distance from Duarte
67 P	487.7	TO	ALHAMBRA	12.4
			1.0	
	488.7		CROSSING P. E. RY.	11.4
			0.8	
19	489.5		NORTH ALHAMBRA	10.6
			0.6	
18	490.1		EAST ALHAMBRA	10.0
			6.4	
20	496.5		ARCADIA	3.6
			0.1	
I	496.6		ARCADIA TOWER Crossing A. T. & S. F. Ry.	3.5
			1.6	
52 W	498.2		MONROVIA	1.9
			1.9	
21 W	500.1		DUARTE	0.0
			(12.4)	

Service by extra trains only
List of Intermediate Spurs page 10.

Eastward POMONA SUBDIVISION **Westward**

Time Table No. 175

June 11, 1939

San Bernardino Branch

Capacity of Sidings in Car Lengths	Distance from San Francisco			STATIONS	Distance from San Bernardino
Yard BKWYOPT	539.0	See Note	TO	COLTON	3.2
				3.0	
I	542.0			E. ST. TOWER Crossing A. T. & S. F. Ry.	0.2
				0.2	
Yard WY	542.2			SAN BERNARDINO	0.0
				(3.2)	

Service by extra trains only

Pacific Electric Bridge 541C used as joint track. Southern Pacific trains must stop clear of fouling point, may then proceed if track seen to be clear. If view obscured train must be preceded by flagman.

POMONA SUBDIVISION

Eastward — Westward

Time Table No. 175

June 11, 1939

Chino Branch

Capacity of Sidings in Car Lengths	Distance from San Francisco		STATIONS	Distance from Ontario
Yard KPTW 245	514.3	TO	POMONA	10.8
			1.1	
I	515.4		POMONA JCT. TOWER Crossing U. P. Ry.	9.7
			4.6	
Yard W	520.0		CHINO	5.1
			2.4	
	522.4		EUCLID AVENUE	2.7
			2.6	
I	525.0		CROSSING U. P. RY.	0.1
			0.1	
125 Yard P	525.1	TO	ONTARIO	0.0
			(10.8)	

Service by extra trains only

POMONA SUBDIVISION

Eastward — Westward

Time Table No. 175

June 11, 1939

Riverside Branch

Capacity of Sidings in Car Lengths	Distance from San Francisco			STATIONS	Distance from Riverside
Yard BKWYOPT	539.0	See note	TO	COLTON	7.2
				3.3	
98 P	542.3			HIGHGROVE	3.9
				1.0	
24	543.3			ORANGE CENTER	2.9
				0.7	
I	544.0			CROSSING A. T. & S. F. RY.	2.2
				1.4	
	545.4			RIVERSIDE JCT.	0.8
				0.8	
Yard P	546.2			RIVERSIDE	0.0
				(7.2)	

Joint track with Pacific Electric Ry. over Bridge 540.11. See special instructions under Special Signals.

Service by extra trains only
List of Intermediate Spurs page 10.

BEAUMONT SUBDIVISION

Eastward — Westward

Time Table No. 175

June 11, 1939

Redlands Branch

Capacity of Sidings in Car Lengths	Distance from San Francisco		STATIONS	Distance from Greenspot
73	544.5	TO	BRYN MAWR	8.7
			0.5	
	545.0		MOTOR JCT.	8.2
			2.8	
Yard W	547.8		REDLANDS, 2D STREET	5.4
			0.1	
	547.9		CROSSING P. E. RY. (Stop)	5.3
			2.6	
	550.5		MENTONE	2.7
			0.9	
Yard	551.4		CRAFTON	1.8
			1.8	
Spur 3	553.2		GREENSPOT	0.0
			(8.7)	

Service by extra trains only
List of Intermediate Spurs page 10.

SALTON SUBDIVISION

Eastward — Westward

Time Table No. 175

June 11, 1939

Laguna Branch

Capacity of Sidings in Car Lengths	Distance from San Francisco	STATIONS	Distance from Colorado
	744.4	POTHOLES	12.2
		0.6	
16	743.8	LAGUNA	11.6
		4.2	
25	739.6	SELLEW	7.4
		7.4	
	732.2	COLORADO	0.0
		(12.2)	

Service by extra trains only
List of Intermediate Spurs page 10.

CALEXICO SUBDIVISION

Eastward — Westward

Time Table No. 175

June 11, 1939

Sandia Branch

Capacity of Sidings in Car Lengths	Distance from San Francisco		STATIONS	Distance from El Centro
Yard PY 101	675.7	TO	CALIPATRIA	38.0
			6.1	
73	681.8		TURN	31.9
			5.0	
24 P	686.8		MUNYON	26 9
			3.0	
73	689.8		MOSS	23.9
			1.9	
24	691.7		ORITA	22.0
			2.5	
24	694.2		CURLEW	19.5
			3.3	
24 P	697.5		SANDIA	16.2
			6.0	
Yard WYP 32	703.5	R	HOLTVILLE	10.2
			1.0	
50	704.5		RICO	9.2
			3.1	
67	707.6		MELOLAND	6.1
			6.1	
Yard BKP 52 YW	713.7	TO-R	EL CENTRO	0.0
			(38.0)	

Trackage between Holtville and El Centro owned by Holton Inter-Urban Ry.

Service by extra trains only
List of Intermediate Spurs page 10.

CALEXICO SUBDIVISION

Eastward — Westward

Time Table No. 175

June 11, 1939

Westmorland Branch

Capacity of Sidings in Car Lengths	Distance from San Francisco		STATIONS	Distance from Westmorland
Yard PY 101	675.7	TO	CALIPATRIA	12.6
			3.4	
	679.1		VERDANT	9.2
			1.5	
12	680.6		SHAMROCK	7.7
			2.5	
22	683.1		FONDO	5.2
			5.2	
64 YP	688.3		WESTMORLAND	0.0
			(12.6)	

Service by extra trains only
List of Intermediate Spurs page 10.

CALEXICO SUBDIVISION

Time Table No. 175

June 11, 1939

EASTWARD — WESTWARD

Capacity of Sidings in Car Lengths	THIRD CLASS	FIRST CLASS		Distance from San Francisco			STATIONS	Distance from Calexico	FIRST CLASS		THIRD CLASS
	452	94	358						93	357	451
	S.D. & A.E. Mixed	San Diego Passenger	The Imperial						San Diego Passenger	The Imperial	S.D. & A.E. Mixed
	Leave Daily Ex. Monday	Leave Daily	Leave Daily						Arrive Daily	Arrive Daily	Arrive Daily Ex. Saturday
48 Yard BKWYOP			5.30 AM	667.5	A. B. S.	TO-R	NILAND	41.0		s 9.00 PM	
							4.5				
P			f	672.0			ESTELLE	36.5		f	
							3.7				
Yard PY 92 W			s 5.55	675.7		TO-R	CALIPATRIA	32.8		s 8.46	
							1.2				
Spur 77 P			f	676.9			BERNICE	31.6		f	
							4.1				
Spur 30 P			f 6.05	681.0			ROCKWOOD	27.5		f 8.37	
							5.2				
Yard BKWP 80			s 6.30	686.2		TO-R	BRAWLEY	22.3		s 8.30	
							4.1				
P			f	690.3			GRAPE	18.2		f	
							5.3				
Yard 138 P			s 6.50	695.6		TO	IMPERIAL	12.9		s 7.55	
							3.8				
Yard BKPY 52 W	6.00 AM	11.58 PM	s 7.05	699.4		TO-R	EL CENTRO	9.1	s 2.45 PM	s 7.45	s 6.50 PM
							4.6				
Yard 75 P	f 6.15	f 12.05 AM	s 7.30	704.0			HEBER	4.5	f 2.38	s 7.20	f 6.37
							4.5				
Yard BKWYOP	s 6.30 AM	s 12.13 AM	s 7.45 AM	708.5		TO-R	CALEXICO	0.0	2.32 PM	7.10 PM	6.25 PM
	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily				(41.0)		Leave Daily	Leave Daily	Leave Daily Ex. Saturday
	(0.30) 18.20	(0.15) 36.40	(2.15) 18.20				........Time over District........ .....Average Speed per Hour.....		(0.13) 42.00	(1.50) 22.36	(0.25) 21.84

Time of first class trains at Calexico applies at passenger station.
Track known as Roundhouse lead at Calexico is designated as a siding. Capacity 175 cars.

List of Intermediate Spurs page 10.

INTERMEDIATE STATIONS AND SPURS

NAME	Mile Post	Capacity
Santa Barbara—Los Angeles		
Montecito	373.4	
Biltmore	373.9	
Miramar	374.6	
Summerland	376.2	
Benham	384.5	
So. Cal. Edison	399.6	14
Lemon	400.2	
Tapo Citrus Assn.	437.0	14
El Rio	405.6	12
Todd	410.6	9
Sucrosa	413.6	32
Simi	433.5	
Sepulveda	474.3	
West Glendale	475.0	
Industrial	477.9	22
Taylor	479.3	30
Ojai Branch		
Matilija	411.1	3
La Cross	405.1	8
Weldons	402.4	3
Wadstrom	400.3	19
Ebba	399.4	3
Chrisman	399.0	12
Santa Paula Branch		
Kimball	404.5	15
Briggs	413.3	2
Kevet	415.9	8
Keith	421.2	22
Fillmore Gravel Pit	423.8	33
Wilshire	426.8	8
Cates	429.2	8
Rockbank	432.5	18
So. Cal. Edison	446.2	26
Burbank Branch		
Lapaco	463.9	3
Saugus—Burbank Jct.		
Consolidated Rock	465.1	10
Los Angeles—Colton		
Stoneman	489.3	14
Ambler Grain Mill	491.3	13
Rudell	491.7	14
Savanna	493.2	15
Los Angeles—Colton Continued		
C. C. Stafford	496.5	16
International Livestock	498.4	14
Hill-Benton	508.1	12
Racimo	522.4	14
Colton—Indio		
Oehl Packing Co.	540.4	16
Niland—Calexico		
Miller and Cummings	688.0	14
Sandia Branch		
Butters	689.6	11
Fuller	699.4	9
Westmorland Branch		
Csaaba	684.8	2
Laguna Branch		
Bard	737.8	14
Duarte Branch		
Sunnyslope	492.9	3
Covina Branch		
P. E. Ry.	502.0	3
Lateen	503.0	8
Hobbs	512.9	6
Hobbs	512.4	37
Riverside Branch		
Grand Terrace	541.2	2
Redlands Branch		
Eastberne	549.2	7
Warner	549.9	2
San Pedro Branch		
Dolores	498.4	2
Santa Ana Branch		
Mirakol Chemical Co.	513.3	6
Los Alamitos Branch		
Neff	510.3	3
Tustin Branch		
D. Hewes	520.1	6

Figures shown in time table, under heading "Capacity of Sidings in Car Lengths," denote number of cars averaging 46 feet that the respective sidings will hold, not including cabooses or engines.

AVERAGE TARE WEIGHTS OF PASSENGER TRAIN CARS

CLASS	NOT AIR-CONDITIONED All-Steel	NOT AIR-CONDITIONED Steel-Underframe	AIR-CONDITIONED All-Steel Cooling Season	AIR-CONDITIONED All-Steel Heating Season
Baggage—60 ft.	93,070			
" —66 ft.	127,610			
" —70 ft.	122,620			
" —70 ft. (With Auto. End Door)	125,800			
" —(Dynamo)	98,730			
"		87,120		
Baggage & Mail—60 ft.	103,620			
" " " —69 ft.	124,760			
" " " —70 ft.	129,140			
" " "		103,590		
" " Passenger	108,675	112,640		
Express Refr.—N. P. Ry.		74,000		
" " —A. R. E. No. 40- 154		78,000		
" " — " " 155- 224		89,000		
" " — " " 500- 506		110,000		
" " — " " 1101-1175		85,000		
" " —P. F. E. " 500- 799		83,000		
Express, Horse	133,050			
Postal	112,120			
Postal Storage—40 ft.	74,530			
" " —60 ft.	105,120			
Assembly (ACW)			163,950	168,950
Club (ACI)	146,210	122,300	172,200	164,700
Official (NAC)	170,700	155,370		
" Cars 107-128 (ACW)			182,800	182,800
" " 140-141 (ACW)			195,040	195,040
Chair—60 ft. (ACI)	100,620		138,000	132,000
" —72 ft. (ACI)			165,000	157,800
" —72 ft. (ACW)			158,700	158,700
" —Streamline—Single (ACS)			120,900	104,500
" — " —Art. (ACS)			205,400	172,600
" —74 ft. (ACI)			180,915	173,125
" —74 ft. (ACS)			197,944	181,600
Coaches—60 ft. (ACI)	98,130		136,100	130,100
" —70 ft. (ACI)	137,640		157,800	151,000
" —70 ft. (ACW)	137,640		151,000	151,000
" —72 ft. (ACI)			164,500	157,400
" —72 ft. (ACW)			153,500	153,500
" —73 ft. 6 in. (ACW)			163,000	163,000
" —73 ft. 6 in. (ACI)			168,500	161,200
" —72 ft. (Interurban)	120,000			
All-Day Lunch—Chair	105,970			
" " —Coach	103,875			
Cafe-Coach (ACI)		138,600	155,700	149,000#
Cafe-Lounge (ACI)	148,950	161,200	173,500	166,000
" (ACW)			156,000	156,000
Daylight—(12 car train) (ACS)			1,344,080	1,147,280
" —Co. Bagg. & Coach (ACS)			118,940	102,540
" —Art. Chair (ACS)			203,640	170,840
" —Tavern (ACS)			130,850	114,450
" —Diner (ACS)			129,860	113,460
" —Parlor (ACS)			115,880	99,480
" —Parlor-Obs (ACS)			118,690	102,290
Diner—70 ft.		135,930		
" —72 ft.	155,330	146,930		
" —77 ft. (Arch Roof) (ACI)	156,000		170,100	162,700
" —77 ft. (" ") (ACW)			162,950	162,950
" —77 ft. (Clere Story Roof) (ACW)		165,530	169,450	169,450
" —77 ft. (" " ") (ACM)			189,581	173,836
" —79 ft. (NAC)	169,100			
" —80 ft. (Clere Story Roof) (ACM)			201,323	184,700
Lounge (" " ") (ACI)			189,800	181,630
" (Arch Roof) (ACI)			167,500	160,300
" (" ") (ACW)			164,980	157,780
Observation—75 ft. (ACI)	154,400		169,185	161,900
" —77 ft. (ACI)			194,543	186,166
"		141,870		
Pullman-Observation (ACI)	160,800	153,000	177,314	169,200
" " (ACM)	160,800	153,000	192,300	176,300
" " Lounge (ACM)	171,200		194,900	178,900
" " " (ACI)	171,200		187,682	179,600
" —Bedroom (ACI)	167,600		183,920	176,000
" — " (ACM)	167,600		195,800	179,800
" —Sleeper (ACM)	163,100		191,100	175,100
" — " (ACI)	163,100		180,075	171,500
" —Tourist (ACM)	153,000		185,200	169,200
" — " (ACI)	153,000		168,663	161,400
Rail, Gas-Electric—400 H.P.	158,400			
" " " —600 H.P.	167,200			

#Steel underframe.

CODE:—

NAC—Non-Air Conditioned.
ACI—Air-Conditioned—Ice System.
ACM—Air Conditioned—Mechanical System.
ACW—Air Conditioned—Waukesha System.
ACS—Air Conditioned—Steam Ejector System.

SURGEONS

LOCATION	NAME	TITLE
San Francisco	Dr. C. A. Walker	Chief Surgeon and Manager.
Los Angeles	Dr. G. S. Hall	Assistant Chief Surgeon.
Los Angeles	Dr. M. T. Steele	District Surgeon.
Los Angeles	Dr. R. W. Starr	District Surgeon.
Los Angeles	Dr. A. S. Lineer	District Surgeon.
Los Angeles	Dr. Elmer Nelson	Visiting Physician and Surgeon.
Los Angeles	Dr. R. G. Stern	District Surgeon.
Los Angeles	Dr. G. L. Gamette	District Surgeon.
Los Angeles—		
Angelus-Mesa	Dr. A. M. Anton	District Surgeon.
Inglewood and Hyde Park	Dr. E. D. Charland	District Surgeon.
Huntington Park	Dr. D. E. Stewart	District Surgeon.
Huntington Park	Dr. H. W. Amyes	District Surgeon.
Eagle Rock	Dr. A. E. Hollenbeck	District Surgeon.
Belvedere Gardens	Dr. J. P. Mortenson	District Surgeon.
Hollywood	Dr. R. W. Avery	District Surgeon.
Beverly Hills and West Hollywood	Dr. Edwin H. Wiley	District Surgeon.
F. R. Strong Building 7th and Central	Dr. M. H. Burge	District Surgeon.
Los Angeles	Drs. R. O. and J. A. Bullis Dr. Jos. Goldstein	Oculists and Aurists.
Santa Monica	Dr. C. E. Rooney	District Surgeon.
Compton	Dr. F. E. Abbott	District Surgeon.
Long Beach	Dr. R. G. Young	District Surgeon.
Wilmington	Dr. W. W. Horst	District Surgeon.
San Pedro	Dr. J. L. Bloch	District Surgeon.
Downey	Dr. E. H. Welcome	Emergency Surgeon.
Downey	Dr. R. V. Fernandez	Emergency Surgeon.
Whittier	Dr. H. P. Wilson	Emergency Surgeon.
Norwalk	Dr. L. J. Otis	District Surgeon.
Anaheim	Dr. J. L. Beebe	Emergency Surgeon.
Orange	Dr. Arthur J. Nies	Emergency Surgeon.
Santa Ana	Dr. Dexter R. Ball	District Surgeon.
Santa Ana	Dr. John D. Ball	Assistant District Surgeon.
Westminster	Dr. R. I. Johnson	Emergency Surgeon.
Pasadena	Dr. Z. T. Malaby	District Surgeon.
Pasadena	Dr. K. W. Taber	Associate District Surgeon.
Monrovia	Dr. W. M. Briggs	Emergency Surgeon.
Alhambra	Dr. J. F. Hull	District Surgeon.
San Gabriel	Dr. C. L. Magee	Emergency Surgeon.
El Monte	Dr. E. D. Farrington	District Surgeon.
Puente	Dr. W. W. Schultz	District Surgeon.
Covina	Dr. J. B. Marr	Emergency Surgeon.
Pomona	Dr. Geo. W. Kellar	District Surgeon.
Pomona	Dr. H. C. Anderson	Assistant District Surgeon.
Chino	Dr. H. B. Miller	District Surgeon.
Ontario	Dr. D. S. Gidley	District Surgeon.
Colton	Dr. C. F. Whitmer	District Surgeon.
Colton	Dr. J. N. Martin	Assistant District Surgeon.
San Bernardino	Dr. S. Forsythe	District Surgeon.
San Bernardino	Dr. C. L. Hadley	Oculist and Aurist.
Riverside	Dr. Thomas A. Card	District Surgeon.
Redlands	Dr. H. G. Hill	District Surgeon.
Banning	Dr. A. L. Brankamp	District Surgeon.
Beaumont	Dr. F. D. West	District Surgeon.
Indio	Nurse in charge of Emergency Hospital.	
Indio	Dr. W. H. Blackman	District Surgeon.
Indio	Dr. R. E. Pawley	Assistant District Surgeon.
Calipatria	Dr. J. A. Wallace	District Surgeon.
Westmorland	Dr. O. C. Long	Emergency Surgeon.
Brawley	Dr. G. C. Holleran Dr. Chas. M. Cutshaw Dr. John L. Parker	District Surgeon. Assistant District Surgeon. Associate District Surgeon.
Imperial	Dr. H. V. Gray	District Surgeon.
El Centro	Dr. F. W. Peterson Dr. W. W. Apple Dr. M. C. Canfield	District Surgeons. Assistant District Surgeon.
El Centro	Dr. H. P. Findley	Oculist and Aurist.
Holtville	Dr. H. B. Graeser	District Surgeon.
Calexico	Dr. T. E. Bartholomew	District Surgeon.
Calexico	Dr. Harold J. Gregg	Assistant District Surgeon.
Mexicali	Dr. E. D. Flores	District Surgeon.
Yuma	Dr. C. S. Powell	District Surgeon.
Yuma	Dr. J. W. Stacey	District Surgeon.
Glendale	Dr. N. C. Paine	District Surgeon.
Burbank	Dr. David Thomson	District Surgeon.
Van Nuys	Dr. Chas. B. Canby	Emergency Surgeon.
Canoga Park	Dr. Wm. J. Lakey	Emergency Surgeon.
San Fernando	Dr. R. W. Johnson	District Surgeon.
Newhall-Saugus	Dr. E. C. Innis	District Surgeon.
Fillmore	Dr. Will R. Manning	District Surgeon.
Santa Paula	Dr. D. G. Clark	District Surgeon.
Saticoy	Dr. A. W. Cruden	Emergency Surgeon.
Moor Park	Dr. F. A. Yoakum	Emergency Surgeon.
Oxnard	Dr. J. W. Nielsen	District Surgeon.
Ventura	Dr. G. A. Broughton	District Surgeon.
Ojai	Dr. C. O. Drace	Emergency Surgeon.
Carpinteria	Dr. T. M. Shorkley	Emergency Surgeon.
Santa Barbara	Dr. Chas. S. Stevens	District Surgeon.
Santa Barbara	Dr. Kent R. Wilson	District Surgeon.
Santa Barbara	Dr. A. B. Steele	Associate District Surgeon.
Santa Barbara	Dr. Wm. J. Mellinger	Aurist.
Santa Barbara	Dr. W. H. Johnston	Oculist.

Note.—Emergency surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

HOSPITALS

General Hospital—San Francisco, Cal.
White Memorial Hospital, Los Angeles, Cal.
Emergency Hospital, East Los Angeles, Cal.
Emergency Hospital, Indio, Cal.

RULE 2. Watch inspectors:
S. A. Pope, Manager of Time Service, 65 Market St., San Francisco.

Los Angeles	Wm. B. Baehr, 103 Pacific Electric Bldg. Geo. D. Davidson Co., 445 S. Spring St. and Room 305, LAUPT. O. H. Patzer, 2708 North Broadway Ralph Laraway, 1222 San Fernando Rd.

Glendale	John R. Leaney	Indio	F. B. Dozier
Santa Ana	R. H. Ewert	Yuma	Wm. Baird
Oxnard	Jack Davis	Yuma	J. H. Huber
Santa Barbara	Mrs. I. F. Bitterly	San Fernando	F. G. Marshall
San Pedro	Chas. E. Perham	Van Nuys	C. H. Berggren
Long Beach	P. T. Myers	Ventura	R. W. Cummings
Pasadena	J. Herbert Hall Co.	Brawley	F T. De Arman
Alhambra	H. E. Wellman	El Centro	R. E. Couch
Pomona	W. B. Parsonage	Fillmore	Harvey H. Hoy
Colton	E. W. Cosgrove	San Bernardino	Chas. M. Hanf
Redlands	Howard S. Smith	Riverside	F. S. Fisher
Banning	B. B. Felts	Calexico	O. F. Haun

RULE 10. Between Grand Terrace and San Bernardino signals must be placed on east side of track.

RULE (10 J). Round yellow slow boards indicate by black figures the speed restrictions applying to trains which consist of streamlined cars with engines counterbalanced for speeds of 75 M.P.H. or over. Speeds indicated by oval white slow boards apply to those trains unless a round yellow slow board authorizing a higher speed is displayed on same post below the oval slow board.

RULE 14 (d). As specified below, four long and one short sounds will be indication that flagman may return from west as prescribed by Rule 99:

Saugus	Trains on Santa Paula Branch.
Burbank Jct.	Trains on Coast line via Northridge.
Burbank	Trains on Burbank Branch.
Mission Jct.	Trains on River Station Tower line.
Pomona	Trains on Covina Branch.
Ontario	Trains on Chino Branch.
Araz Jct.	Trains on Inter-Cal. line.
Colorado	Trains on Laguna Branch.

RULE 14 (e). As specified below six long sounds will be indication that flagman may return from east as prescribed by Rule 99:

Calipatria	Trains on Sandia and Westmorland Branches.
Niland	Trains on Calexico line.
Bryn Mawr	Trains on Redlands Branch.
Colton	Trains on Riverside and San Bernardino Branches.
Pomona	Trains on Chino Branch.
Bassett	Trains on Covina Branch.
Alhambra	Trains on Duarte and Pasadena Branches.
Chatsworth	Trains on Burbank Branch.
Ventura Jct.	Trains on Ojai Branch.
Montalvo	Trains on Santa Paula Branch.
Wilmington (Anaheim Blvd.)	Trains on Long Beach Branch.
Firestone Park	Trains on Santa Ana Branch.
Studebaker	Trains on Whittier Branch.
West Anaheim	Trains on Los Alamitos Branch.
Tustin Jct.	Trains on Tustin Branch.
Stanton Jct.	Trains on Los Alamitos Branch.
River Station Tower	Trains on Mission Jct. line.

RULE 17 (C). Headlight on light engines running forward must be dimmed in A, B, and C units Los Angeles yard.

RULES 17 and 19. Night signals will be displayed through all tunnels.

RULE 21 (C). Indicators on extra trains will be displayed during time train is in Colton yard.

Indicators may be displayed on incoming engines at Indio until they arrive at roundhouse.

RULE 26. When signal displayed at end of ice platform along P. F. E. tracks 5, 6 and 7, Colton cars on these tracks must not be coupled to or moved.

RULE D-71. Trains and engines may move within limits of Los Angeles yard with current of traffic irrespective of time table superiority, but must avoid delaying first-class trains.

Eastward trains may move on Eastward track irrespective of time table superiority Araz Jct. to Yuma.

RULE S-72. Westward trains are superior to trains of the same class in the opposite direction.

RULE 83. Observation check may be made by eastward trains on double track between Santa Barbara and East Santa Barbara to be applied at end of double track. Trains approaching each other between these stations must reduce speed sufficiently to permit identification. Westward trains must comply with Rule 14 (k) when approaching trains on opposite track.

Observation check may be made by westward trains on double track between Yuma and Araz Junction, to be applied at end of double track. Trains approaching each other between these stations must reduce speed sufficiently to permit identification. Eastward trains must comply with Rule 14 (k) when approaching trains on opposite track.

RULE 83 (A). At the following stations only trains indicated will register.

Los Angeles Yard, originating and terminating.

Light engines will not register at Los Angeles Yard except those to and from the Firestone Park Sub-division.

RULE 83 (B). Trains may register by ticket as follows:

Colton	First class trains
Colton	Eastward third class and extras arrival
Niland	Nos. 1, 2, 3, 4, 5, 6, 43, 44, 370, 822, 824
Indio	First class except Nos. 367 and 368

SANTA BARBARA

Train order office is located at freight house.

Conductors and engineers of westward first-class trains receiving train orders and instructions at freight house will deliver them to relieving crew at passenger station.

First-class trains must register by ticket at freight house.

RULE 83 (D). Trains must obtain clearance before leaving:

San Joaquin Division routed trains must obtain San Joaquin Division clearance authorizing movement west of Burbank Jct., in addition to Los Angeles Division clearance, at initial station on Los Angeles Division. Each clearance must be properly designated.

Eastward trains from San Joaquin Division are authorized to assume corresponding schedule on Los Angeles Division from Burbank Jct. to terminal station of schedule. Trains to and from San Joaquin Division are not required to obtain clearance at Burbank Jct. provided train is properly cleared by train-order signal.

Los Angeles Yard, River Station Tower or Firestone Park, en route to Firestone Park Subdivision.
Beaumont......All trains.
Yuma..........Inter-California Railway routed trains, Inter-California Railway clearance in addition to Southern Pacific clearance.

RULE 83 (E). A train when authorized by train order, may check the register against an extra train, and proceed if such extra train appears on the register with the number and date of its restricting order registered in column captioned "Signals."

When a train is so authorized to check the register, it must register and place the restricting order number and date in column captioned "Signals."

RULE 92. First paragraph does not apply to trains arriving Los Angeles LAUPT.

RULE 93. Yard limits are established at:

Santa Barbara
Ventura
Montalvo (on Santa Paula Branch only)
Oxnard
Santa Paula
Fillmore
Saugus
San Fernando
Los Angeles
Pasadena
Santa Ana
Anaheim
West Anaheim
Los Alamitos
San Pedro
Long Beach
Pomona
Covina
Chino
Ontario
Colton
Riverside
San Bernardino
Redlands (Second St.)
Crafton
Beaumont
Indio
Niland
Yuma
Calipatria
Holtville
Brawley
Imperial
El Centro
Heber
Calexico

Approach west switch "A" unit, Los Angeles Yard, on third track east of Glendale Tower with caution. Call for signal from switchtender; failing to receive signal stop west of west switch.

Westward trains before entering "A" unit, Los Angeles Yard, must sound whistle signal one long, one short, one long.

Switch leading westward off westward main track towards Butte Street yard, Butte Street Jct., also crossover switches in same location, may be left as used.

Engines must not go beyond a point 125 feet east of east storage track switch and must not exceed 10 miles per hour on Edison spur Chino.

At Colton trains and engines must stop clear of lead to P.F.E. yard on west leg of wye and before crossing lead on east leg of wye, except on receiving signal from member of crew or herder at either of the locations, train may proceed without stopping.

In the absence of herder, member of crew must precede the train or engine and ascertain that no train or engine is approaching before fouling the lead or crossing.

RULE 95. Sections of eastward first-class schedules taking down signals at Colton must do so at yard office.

Eastward trains from San Joaquin Division holding train-order authority to display signals for following section to Burbank Jct. are authorized to display signals to terminal station of schedule on Los Angeles Division.

RULE 97. Extra trains must not run via Santa Paula, Burbank, Covina, Chino, or Sandia branches unless train order so specifies.

RULE D-97 (A). Will apply between Santa Barbara and East Santa Barbara; Burbank Jct., Firestone Park and Alhambra and between Araz Jct. and Yuma.

Eastward extra trains with running orders terminating at Burbank Junction may proceed beyond that station without a clearance, being governed by train order signal.

RULE 98. RAILROAD CROSSINGS NOT INTERLOCKED.

Cars must not be kicked over a railroad crossing not protected by an Interlocking plant, unless a member of the crew is at crossing.

Los Angeles Ry., on following spurs, Boyle Mfg. Co., Santa Fe Ave., near Fruitland Road; California Dressed Beef Co., 3969 Santa Fe Ave.; Holbrook, Merrill and Stetson Spur, just east of Naud Jct.—STOP 25 feet from crossing and do not proceed until member of crew has gone on to crossing, ascertained that it is safe to do so, and has given suitable proceed signal.

Los Angeles Ry., on Second St., Los Angeles, Davies Spur—STOP.

Los Angeles Ry., on Central Ave., Los Angeles, Bernard Spur—STOP.

Los Angeles Ry., on Mateo St., East end coach yard—STOP. After stop has been made, clear of the Los Angeles Ry. tracks, yard engine must not proceed if a car is approaching on the Los Angeles Ry. tracks within **125 feet of the crossing, until such car has been stopped clear of the crossing. Waiting car on Los Angeles Ry. tracks must have right of way provided ready to move immediately.**

Trains and engines must stop before proceeding over city-owned double tracks at McFarland Avenue, Wilmington. If crossing is seen to be clear, may then proceed.

A. T. & S. F. RY., Industrial track south of Mission Tower, crossing Gladding, McBean Co., Wilson & Co. and Eureka Supply Co. spur—STOP. If crossing clear and no engine or car approaching, proceed.

Pacific Electric Railway:

North Hollywood—STOP.

Van Nuys, Canoga Park—Approach not exceeding 8 miles per hour. If crossing clear, proceed.

One mile east of Tweedy, 1.1 miles east of Vernondale—approach not exceeding 6 miles per hour. If crossing clear, proceed.

One half mile east of Wilmington (Anaheim Blvd.) San Pedro Branch unless clear view and crossing seen to be unobstructed—STOP.

Trains and engines must stop before proceeding over Pacific Electric crossing one mile east of Wilmington (Anaheim Blvd.) (Long Beach Branch) and 0.4 mile east of Stanton, and a member of the crew must go forward and ascertain that no train is approaching on opposing route in either direction that will interfere with movement of their train over crossing. In foggy or inclement weather when view is obscured all cars and trains on the opposite line of railroad will be brought to a stop before proceeding over the crossing.

Griffith Lumber Spur, Santa Ana—STOP.

Pasadena Branch M. P. 488.5 and Duarte Branch M. P. 488.7—STOP, be preceded by flagman and not foul crossing if Pacific Electric train is approaching.

Colton—Trains or engines must approach crossing prepared to stop before fouling same. When it is seen crossing is clear, trains or engines may proceed without stopping. Engines shoving cars will stop clear of crossing and proceed when same is seen to be clear. Cars must not be kicked over this crossing.

Union Pacific Ry.—Old Chino line, Ontario—STOP. Electrically locked derail.

West end Calexico Subdivision at Niland is at connection just west of station.

RULE 103 (A). In general, highway crossing signals are so designed that they will not operate for trains or engines making a reverse movement after having passed over the crossing. Trains or engines making such reverse movements must protect the crossing unless it is known that signals are operating.

Trains must stop and traffic on highway be protected by member of the train crew over the following street crossings:

Edison Spur one mile west of Pardee—Telegraph Road on Spur (Movements to be made only during daylight hours.)
Limoneria Spur and Rockbank—Telegraph Road on spur.
Industrial—Fletcher Drive, on Van de Kamp spur.
Los Angeles Yard—Wilson St., Mateo St.
South Gate—Independence Avenue, on Philadelphia Quartz Co. spur.
Lynwood—Truck Boulevard, on Pacific Iron and Steel Co. spur.
Riverside—Orange Avenue, Seventh and Eighth Streets.
Redlands Second Street—Orange Street, Second Street.
Redlands Second Street—Fourth Street on Mutual Orange Assn. spur.
Duarte—Foothill Boulevard, east of Station.
Anaheim—Los Angeles Street.
Santa Ana—Fourth Street.
Alhambra—Mission Road on track leading to Edison Plant.
Indio—Highway California Date Growers Assn. spur.
Yuma—All crossings in old yard.

Before pushing or backing cars on house track or drill tracks over Main Street crossing, El Centro, flagman must be placed on crossing until leading car has passed.

RULE 104. The normal position of switches at junction points is as follows:

East Santa Barbara	Oil buffer spring switch—westward trains.
Saugus	Switch in middle siding, to Santa Paula Branch, for siding.
Naud Jct.	River Station Tower—Washington St. Jct.
Firestone Park (eastward)	Los Angeles—Anaheim Blvd.
Firestone Park (westward)	Santa Ana—Los Angeles.
Stanton Jct.	West Anaheim—Los Alamitos.
Alhambra	Switch in westward siding for Duarte Branch.
Ganesha Jct.	170 feet east of LaVerne and Lone Hill—Pacific Electric Line.
Ontario	Switch in siding for siding.

Inside crossover switch west end team track, Ventura, must be left lined for the straight track.

RULE 104 (D). Use of heavier than "C" class engines in making running switches is prohibited unless engine is routed over other than diverging track, except at east end Beaumont where speed must not exceed 8 miles per hour entering turnout.

RULE 105. West end Burbank Branch, Chatsworth, is at east connection switch, Signal 4461, east of station.

West end Covina Branch at Bassett is at Covina main track derailing switch near water tank.

West end Chino Branch is at Pomona Junction.

Saugus—Track opposite station extending from westerly connection 863 feet east of station to connection with main track 722 feet west of station, shall be known as the middle siding. First-class trains meeting at Saugus use middle siding unless otherwise instructed.

Oxnard—West switch to siding located at signals 4077 and 4078. Inside switch on siding must be left lined for drill track.

First-class trains, meeting at Pomona, will use connections just east and west of station to enter and leave siding.

At Colton, taking siding, initial switch for eastward first-class trains is just east of A. T. & S. F. Ry. crossing, and for eastward freight trains is switch just east of Ninth Street, leading into train yard. Eastward inferior trains using main track between A. T. & S. F. Ry. crossing and switch leading into train yard must do so only under protection against superior trains.

When first-class trains meet at Indio, eastward train take siding through connection just west of station.

Eastward extra passenger trains, unless otherwise instructed, take siding at Indio, using connection 200 feet east of signal 6110.

Trains taking siding at stations where eastward and westward sidings are designated by the letters "E" and "W", respectively, must enter at initial switch, direction bound, unless otherwise instructed. At Palm Springs westward siding is next to main track and eastward siding is second from main track, and inside switches at approaching end of siding must be left lined accordingly.

RULE 221. Light will not be displayed in train order signals on Firestone Park Subdivision east of Firestone Park; nor on Santa Paula, Duarte, Pasadena and Covina branches except when train orders are to be delivered.

Los Angeles Yard is a train-order office for trains originating only.

RULE 825. When necessary to cut crossing and a distance of 100 feet on each side cannot be provided, a human flagman must protect. Cars must not be left in any position that would in any way intercept the view of an autoist or pedestrian of an approaching train, unless crossing is protected as stated above.

In cutting crossing Sepulveda Boulevard, Raymer; Penrose Ave., Roscoe or Sheldon Ave., Wahoo, openings must be made so that cars or engines will not be left within 100 feet of either property line unless crossing is protected by a member of train crew or other competent employe acting as flagman.

Cars must not be left standing on tracks within 100 feet of the following intersections at Burbank: Burbank Boulevard, Magnolia Ave., Olive Ave., Verdugo Ave., Alameda Ave., except cars may be spotted for service at Libby, McNeill & Libby Plant, S. E. corner of Verdugo Ave. and S. P. tracks; Andrew Jergens Soap Co., S. W. corner of Verdugo Ave. and S. P. tracks; Hudson-Bonney Lumber Co., N. E. corner Alameda Ave. and S. P. tracks; on Team Track, most northerly track crossing Olive Avenue.

Skids at Santa Barbara, one located on fence next main track west of Chapella Street, other on fence west of Montecito Street.

A skid must be placed on rail, against wheel of east truck, of cars set out on passenger house track to prevent movement should hand brakes be released.

After skids have served their purpose, they must be returned to their proper location.

Cars must not be left standing on house track at North Hollywood, east of derail.

RULE 827. On freight trains moving on all branches except San Pedro, Long Beach, Santa Ana and Sandia, a member of train crew must ride on rear platform of caboose to observe any condition requiring an immediate stop of the train.

RULE 829. Westward passenger trains, except Nos. 99, 69, 1 and 75, of 14 or more cars, take water at Oxnard and in making station stop, Santa Barbara, rear of train must clear State Street.

RULE 833. Whenever practicable locomotive cranes, or cranes of similar type must be handled in trains with heavy end forward.

Except those of Southern Pacific ownership, cranes or machines of similar type, with rotating body, loaded on open cars, must not be moved until inspected and released by mechanical department. Conductors must not move Jordan Spreaders, except when in use, unless wings are protected against spreading by chain or tie bar extending from wing to wing and wing arm to wing arm.

RULE 834. Open-top cars loaded with rail, pipe, structural steel, lumber, poles or mounted wheels, when such lading projects above sides and end walls of car, must not be placed next to cab of AC engines.

RULE 836. Cars moved from one station to another ahead of engine on descending grade must be chained to the engine. Switching movement on descending grades must be protected by a derail. When practicable engine must be kept on down hill end of cars.

When necessary to move cars ahead of engine do not exceed 20 miles per hour.

RULE 843. When a train is split at two sidings for the purpose of meeting or passing trains, conductor must accompany both portions of the train.

RULE 869. All brakemen must ride on top of their train as follows:

Tunnel to Burbank
Beaumont to Edom
Beaumont to Colton

Exception: Rear brakeman Tunnel to Burbank and Garnet to Edom.

Trainmen must remain with their portion of train until it comes to rest on designated track in yards.

Fourth or additional brakemen must ride near middle of portion of train assigned to them.

Trainmen must not ride on top of their train while passing through Tunnels 25 and 26.

RULE 883. Engines under steam must not be stored or left unattended on tracks that are not protected by derails against entry to main track.

TRAIN INSPECTION

Freight trains eastward must stop at Cabazon and Garnet, and westward at El Casco or Ordway for inspection.

Exceptions:

If required to stop at any station, Owl to Garnet, inclusive, inspection will be made, and subsequent run for inspection must not exceed 14 miles.

When an eastward train is delayed to exceed 25 minutes at an inspection point, subsequent run for inspection must not exceed 10 miles.

Eastward freight trains, which do not stop at Rimlon, must stop at Edom, and, after so doing, may proceed.

Engines running light on descending grade must stop for inspection at freight train inspection points a sufficient length of time for engineer to satisfy himself that tires and machinery are in satisfactory condition.

Between Yuma and Niland, trains handling loaded cars must not make a continuous run to exceed forty (40) miles without stop for inspection, except eastward trains may run Niland to Ogilby, and Acolita to Yuma, provided in judgment of conductor and engineer it is safe to do so.

AIR BRAKE RULES

FREIGHT TRAINS

RULE 24.

At Beaumont: Rear end test must be made except running test may be made by westward trains of not over 65 cars immediately after leading engine passes east yard limit board and, if brakes operate properly, stop for rear end test not required.

Rear end test on incoming freight trains after setting out cars in one unit of Los Angeles Yard and before proceeding to another need not be made.

Before a train which has stopped on grade is signalled to proceed, air gage in caboose must be observed. If gage indicates brake pipe unobstructed and registers a pressure of not less than 65 pounds, proceed signal may be given.

RULE 33.

125 M's per operative brake must not be exceeded on descending grade between Colton and Garnet.

One retaining valve for each 120 M's, commencing at forward end of train must be turned up Beaumont to Edom. Retaining valves may be turned down at Rimlon if train stops for other operating reasons and not required beyond in judgment of engineer.

One retaining valve must be turned up for each 140 M's Beaumont to Redlands.

One retaining valve must be turned up for each 200 M's Redlands to Colton.

One retaining valve must be turned up for each 100 M's in westward trains of over 10 cars on Pasadena and Redlands branches.

One retaining valve must be turned up for each 400 M's in eastward freight trains of 45 or more cars at Tunnel or Sylmar; at Burbank Jct. turn down.

If, in the judgment of the engineer, or conductor, additional retaining valves are required to properly control speed of the train, trainmen shall turn them up accordingly.

PASSENGER TRAINS

RULE 39.

Running test must be made before descending grade, Beaumont.

Running test must be made on eastward trains 3 miles west of Burbank Junction.

Running test shall not be made approaching Glendale Tower.

Running test on trains leaving Los Angeles shall not be made within limits of Los Angeles Union Passenger Terminal or Mission Tower interlocking plant.

Running test on trains leaving Los Angeles must be made immediately after clearing Mission Tower interlocking plant.

If air brakes have been used at Alhambra, running test shall not be made approaching Mission Tower.

If air brakes have been used at Burbank or Burbank Junction, running test shall not be made approaching Raymer Tower.

RULE 46.

Descending grade between Bryn Mawr and Garnet retaining valves on not less than 75% of cars in the train must be turned up.

AUTOMATIC BLOCK SYSTEM

Block Signals in addition to those shown in brackets on schedule pages are in operation as follows:

River Station Tower and Naud Junction	Eastward Track
Firestone Park governing westward trains.	
Piru, East and West end	Distant signals
Camulos, East end	Distant signal
Newhall Ranch, East end	Distant signal

When signals 4789, 4791, 4793 and 4790 indicate stop, trains must not proceed until signal indicates proceed, or hand signal to proceed is received from switch tender.

West switch of crossover located at Arroyo Jct. is equipped with electric switch lock with semaphore indicator and push button release. To use crossover open door of electric switch lock. If indicator indicates "Track Unoccupied", throw lever to the left, then throw switch, and restore electric lock lever to normal; close and lock door. If indicator indicates "Track Occupied" and no reasons seen therefor, operate push button release in accordance with instructions on inside of door. Push button will release electric switch lock.

El Casco. Entering siding, eastward trains governed by diverging route semaphore arm, westward trains by light signal. Push buttons 5521 and 5523 attached to signal 5523. When westward train on main track to let train pass, member of crew will press push button 5521. Westward train on siding to let train pass should not pass overlap post 500 feet east of signal 5521. If necessary to pass overlap post, member of crew will press push button 5523. Signal 5521, normally dark, will light when train enters overlap. If signals governing use of siding indicate "stop" be governed by Rule 509.

Cabazon. Push buttons and indication lights 5742 and 5744 attached to signal 5744. Lights indicate push button selection but not clear block. When eastward train on main track to let train pass, member of crew will press push button 5742. Eastward train on siding to let train pass should not pass overlap post 500 feet west of signal 5742. If necessary to pass overlap post, member of crew will press push button 5744. Signal 5742, normally dark, will light when train enters overlap. Signal 5733, normally dark, will light when train enters approach circuit 900 feet east of signal, but will not indicate "proceed" until switch is properly lined and block in advance clear.

OIL BUFFER SPRING SWITCHES

These switches located as follows and speed indicated must not be exceeded passing over them:

End of double track, East Santa Barbara—Eastward, 25 M.P.H.; Westward, 20 M.P.H.

East end of freight lead, East Santa Barbara—Westward, main track, 20 M.P.H. Dwarf light block signal governing eastward movement from freight lead to main track at clearance point. Signal normally dark, but will display light indication when train or engine enters lighting circuit on lead. If the main track either side of the switch within the lighting circuit is occupied, signal will indicate Stop. If signal indicates stop, train may proceed in accordance with Rule 509, but must be protected as prescribed by Rule 99.

West end siding El Casco and east end siding Cabazon, through turnout, passenger 25 M.P.H., freight 20 M.P.H.

When a train is authorized to enter single track from double track East Santa Barbara or main track from siding at El Casco and Cabazon, oil buffer spring switch must be thrown by hand unless signal governing movement indicates "proceed". Employe throwing switch by hand must see that it is returned to normal position when train has passed.

When a block signal in advance of a facing point oil buffer spring switch indicates "STOP," careful examination of switch must be made before passing over it.

When making trailing point movement and train is stopped on switch, a reverse movement must not be made, nor the slack taken until the switch has been thrown by hand. When movement has been complted through switch, reverse movement must not be made until point closes.

Running switches are prohibited and sand, blow-off cocks, and injectors must not be used nor boosters started while passing over these switches. Sand must not be used at location rail lubricators.

RULE 509. A train or engine, when backing out of a siding or other track in block system limits, will, unless backed to clear block signal, proceed as if signal be in stop position.

The following block signals have included in their control limits some special protective device. When these signals indicate "STOP", careful inspection must be made of the track or structure, as indicated below, and it must be known that they are safe for passage of trains before proceeding:

Signal	Protects	Location
3721	Oil buffer spring switch......	East Santa Barbara
3727	Oil buffer spring switch......	East Santa Barbara
4574	Culvert 457 D..................	Between Tunnel and Sylmar
4579	Culvert 457 D..................	Between Tunnel and Sylmar
5520	Oil buffer spring switch......	El Casco
5521	Oil buffer spring switch......	El Casco
5742	Oil buffer spring switch......	Cabazon
5745	Oil buffer spring switch......	Cabazon

Block signals—4500 to 4513 Saugus—5396 Colton—6110, 6115,6116, 6118, 6119, 6123 Indio—7085 Calexico, govern movement of trains entering yards. If signals indicate stop, after stopping train may proceed with caution, not exceeding 12 miles per hour.

Short arm signal 5629 east end Beaumont siding governs trains entering siding. If signal does not clear when switch is thrown train must proceed under protection of flag through siding.

Eastward freight trains having more cars than can be placed between San Fernando Road and home interlocking signal at Burbank Junction; if automatic home signal 4706 indicates stop, must stop west of crossing and communicate with signal operator by telephone located on post opposite signal 4706.

When block signal 4841 west of Aurant indicates "Stop", a member of the crew of freight trains will communicate with signal operator at Mission Tower by telephone located on the signal, and be governed by his instructions as to when train can be handled through Mission interlocking plant.

RULE 509 (e). That portion reading: "And the intervening track is seen to be clear," is interpreted as referring to the track being clear of engines and/or cars.

RULE 511. Within block system limits after switches of a crossover are thrown wait three minutes before crossing over unless block signals protecting the movement can be seen to be in stop position not less than one-half mile distant.

RULES 509, 512 and 512 (A).

Signals at clearance points governing movements to main track under automatic block system rules, are located at the following points:

Signal 3973—Ventura Junction.
" 4036—Montalvo wye.
" 4075—Oxnard, west and house track.
" 5084—Hill-Benton spur.
" 6120—Indio, east end yard.
" 7320—Colorado, east leg of wye.
" 6992—El Centro, S. D. & A. E. Junction.

Signals will indicate "Proceed" when derails and main track switches are set for movement to the main track and block is clear.

Where switch indicators are provided and indicate "block occupied", or where switch indicators are not provided, wait three minutes after setting derail before opening main track switch, unless it can be seen that no train is approaching or has passed the home signal governing such approaching train, or that the approaching train has stopped clear of the route to be used.

RULE 516. At Haig, Nicklin, Pershing, Mons and Flowing Well be governed by following:

When holding main track to meet a train, do not open switches until train to be met has passed signal intermediate to next station. When taking siding to meet a train, do not close main track switch until rear of train has passed fouling point or derailer.

Overlap posts are located at:

Newhall —Eastward trains—2000 feet east of west switch.
Bernice —Westward trains—Midway between switches.
Colorado —Eastward trains—signal 7318.

SPECIAL SIGNALS

Joint Track Between Kester and North Hollywood

Movement of Southern Pacific and Pacific Electric trains or engines operating between North Hollywood and Kester, on the Burbank Branch, will be governed by block signal indications which supersede the superiority of trains.

Normal position of Junction switches at North Hollywood and Kester is for Pacific Electric movements.

Signal 147, 200 feet east of Junction switch, North Hollywood, governs westward movement from Southern Pacific track.

Signal 145, 1050 feet east of Junction switch, and Signals 141 and A-141, 1650 feet east of Junction switch, North Hollywood, govern westward movement from Pacific Electric track.

Signal 164, 400 feet west of Junction switch, Kester, governs eastward movement from Southern Pacific track.

Signals 166 and A-166, 900 feet west of Junction switch, Kester, govern movement from Pacific Electric tracks.

Signal 155 is an intermediate home signal located between North Hollywood and Kester, governing westward movement.

Signal 154 is an intermediate home signal located between Kester and North Hollywood, governing eastward movement.

Normal position of block signals at North Hollywood and Kester is "STOP".

Westward trains on Southern Pacific track will stop at Signal 147; if switch indicator at Junction switch indicates "BLOCK CLEAR", switch may be set for movement from Southern Pacific track.

Eastward trains on Southern Pacfici track will stop at Signal 164; if switch indicator at Junction switch indicates "BLOCK CLEAR", switch may be set for movement from Southern Pacific track.

If switch indicator at Junction switch indicates "BLOCK OCCUPIED", wait ten (10) minutes and, if no train or engine is seen or heard approaching, the switch may then be set for movement from Southern Pacific track. After switch has been set for movement from Southern Pacific track and signal does not indicate "PROCEED", and the intermediate signal can be seen in "PROCEED" position and the intervening track is seen to be "CLEAR", proceed at once, with caution, not exceeding 10 miles per hour. If the intermediate signal is not in view or indicates "STOP", send flagman ahead immediately, wait five (5) minutes, then proceed, keeping at least one-fourth mile behind flagman until train reaches the intermediate signal.

If signals on Pacific Electric track indicate "STOP", trains, after stopping, may proceed with caution, not exceeding 10 miles per hour if the next intermediate signal can be seen indicating "PROCEED" and the intervening track is seen to be "CLEAR". If intermediate signal is not in view or indicates "STOP", send flagman ahead immediately, wait five (5) minutes, then proceed, keeping at least one-fourth mile behind flagman until train reaches the intermediate signal.

Trains stopped by intermediate Signal 154 or 155 indicating "STOP", will send flagman ahead immediately, wait five (5) minutes, then proceed, keeping at least one-fourth mile behind flagman until train has passed and is clear of Junction switch.

Crossover between Southern Pacific and Pacific Electric main tracks is located twelve hundred (1200) feet west of North Hollywood Station. If switch indicator located at west switch of crossover indicates "BLOCK CLEAR", crossover switches may be set for movement to Pacific Electric track. If switch indicator indicates "BLOCK OCCUPIED", before either crossover switch is set for crossover movement, flag protection must be provided, in both directions, on Pacific Electric track.

Signal 145 governs movement from west end of house track, North Hollywood, to Pacific Electric main track. If switch indicator located at house track switch indicates "BLOCK CLEAR", switch may be set for movement to Pacific Electric main track. If switch indicator indicates "BLOCK OCCUPIED", flag protection must be provided, in both directions, on Pacific Electric track before switch is set for movement from house track to Pacific Electric main track.

To avoid delay to Pacific Electric trains, switches must be restored to proper position immediately after having been used.

Joint Track over Bridge 540.11

Southern Pacific track on Bridge 540.11 over Santa Ana River, Riverside Branch, will be used as joint track by Southern Pacific and Pacific Electric trains.

Movement on joint track is controlled by manually operated "Light" signals.

All trains and engines must stop at the "Stop" boards located at the fouling point each end of joint track.

Intermediate signals are located midway between junction switches.

In the absence of "Light" in intermediate signal, it must be regarded as displaying its most restrictive indication.

Switches for operating "Light" signals are located in boxes at each end of joint track. Normal indication of "Light" signals is dark. Before entering joint track, member of crew will operate "Light" signal switch in cut-in box.

Green "Light", when obtained by operating "Light" signal switch, will be authority to proceed. If green or red "Light" is displayed in "Light" switch box and in home signal prior to operating switch "Light", or both green and red "Lights" appear when "Light" switch is operated, it indicates that joint track is occupied.

If "Light" signals fail to appear when "Light" switch operated, or both green and red "Lights" continue indication, restore "Light" switch immediately to original position. If opposing train does not appear, wait at least five minutes and proceed over joint track under protection of flagman.

Procedure for use of joint track must be followed separately for each movement.

After use of joint track, member of crew will operate "Light" signal switch in cut-out box to extinguish lights as soon as joint track is clear.

Normal position of switches at both ends of joint track is for Southern Pacific trains.

INTERLOCKING

When train, which has been given interlocking signal at any crossing, does not wish to use crossing, give two short, one long and two short sounds of steam whistle for the information of signal operator.

RAYMER TOWER

Signal operator on duty 2.30 p.m. to 6.30 p.m. and 7.30 p.m. to 11.30 p.m. Plant cannot be operated by member of crew.

LOS ANGELES YARD

BURBANK JUNCTION TOWER

To Roscoe or Los Angeles, one long.
To Hewitt, one long, four short.
To siding, five short.
To Industrial lead, one short, one long, one short.

GLENDALE TOWER

To or from lead unit "A," five short.

DAYTON AVENUE TOWER

To Glendale or East Bank Line, one long.
To River Station Tower or "C" unit, five short.
To Midway unit or freight lead, one long, one short, one long.
For movement against current of traffic, one long, four short.

RIVER STATION TOWER

To Glendale or Naud Junction, one long.
To Mission Junction or Yard lead, five short.
To tracks one to five inclusive or to "B" shed, except track one, one long, one short, one long.
To tracks six to eleven, inclusive, or to track one "B" shed, one long, four short.
To Mission Junction against current of traffic, four short, one long.

MISSION TOWER

To LAUPT, one short, one long.
To Alhambra or Naud Junction, east or west on East Bank Line, one long.
To Roundhouse, one long, one short, one long, one short.
To River Station Tower, five short.
To Brewery spur or Lacy Manufacturing Co., three long, one short.
To Coach yard, four short, one long.
To Wilson Packing Co. lead, one long, one short, one long.
To or from East Bank Line or Alhambra, one short, one long, two short.
To Alhambra Avenue Coach yard lead, two short, one long, one short.
To Naud Jct. from East Bank Line, two short, one long, two short.
Against current of traffic, one long, four short.

Following addition to Rule 663 (b) applies at Mission Tower, "Upon receiving verbal authority of Signal Operator or Signal Maintainer."

CLEMENT JUNCTION TOWER

To Butte St. Interchange Yard, one long, one short, one long.

WILMINGTON (ANAHEIM BLVD.) TOWER

Governs crossing A. T. & S. F. Ry., M.P. 500.9 San Pedro Branch, also U. P. Ry. crossing M. P. 502.0 and A. T. & S. F. Ry. crossing M. P. 501.8 Long Beach Branch. Warning signs used instead of distant signals. Telephones to call signal operator located at A. T. & S. F. and U. P. crossings. Call signal operator when using electric switch lock on Texas Oil Spur, Long Beach branch.

ALHAMBRA TOWER

Switch at end of double track and derail on eastward track are operated by signal operator. If signals indicate stop call signal operator on telephone. Rule 605 does not apply.

EL MONTE TOWER

To or from siding, five short.

CHINO BRANCH

POMONA JUNCTION TOWER

To Packing House track, one long, four short.

BLOOMINGTON TOWER

To or from siding, five short.
To house track or packing house spur, one long, one short, one long.

COLTON TOWER

To No. 1 track, one long four short.
To No. 2 track, one long, one short, one long.
To Riverside, one short, two long.
To Santa Fe interchange, five short.

SAN BERNARDINO—E STREET TOWER

To wye, one long, one short, one long.
To house track, three long, one short.
To Pacific Electric track, one long, four short.

ARAZ TOWER

Switches at Araz Junction are operated by signal operator.

If signals indicate stop, call signal operator on telephone and when authorized by him, crank switches if route is not properly lined, and proceed in accordance with Rule 663 (b).

Crank and instructions in box on post opposite switch.
For Inter-California Railway, one long, four short.
Crossover switches at Araz will be thrown by signal operator.

AUTOMATIC INTERLOCKING PLANTS

When signal governing use of automatic interlocking indicates "Stop" and no cause to be seen, or, if a standing train is seen on intersecting tracks with no indication that they are to proceed, flagman must be sent ahead immediately to open box, equipped with a switch lock, at crossing and must comply with rules posted therein.

After release has been operated by flagman, signal should change to "Proceed," or a red indicator light appear at interlocking signal. If red indicator light appears, train may proceed over crossing. In the event red indicator light does not appear, movement over crossing must be protected in each direction on the intersecting tracks. Instructions in box indicate the time interval required for release to function.

SAN PEDRO BRANCH

NADEAU INTERLOCKING PLANT (AUTOMATIC)

Crossing A. T. & S. F. Railway, 0.9 mile east of Vernondale.

SANTA ANA BRANCH

SOUTHGATE INTERLOCKING PLANT (AUTOMATIC)

Crossing Union Pacific Ry.

CHINO BRANCH

ONTARIO INTERLOCKING PLANT (AUTOMATIC)

Crossing Union Pacific Ry., 0.2 mile west of Ontario.

RIVERSIDE BRANCH

HIGHGROVE INTERLOCKING PLANT (AUTOMATIC)

Crossing of A. T. & S. F. Railway, 0.7 mile east of Orange Center.

STAFF SYSTEM

COVINA BRANCH

Between Lone Hill, San Dimas, La Verne and Ganesha Junction, and between Baldwin Park, Irwindale and initial switch yard on Reliance Spur.

MISCELLANEOUS

1. Leading engines on freight trains of over 30 cars descending grade must be detached while taking water at Moorpark, Chatsworth, Raymer, San Fernando, Cabazon, Palm Springs, or Garnet.

3. Freight trains of over 70 cars exceeding 4500 M's with one 2-10-2 engine or 5300 M's with one S. P. class engine must be doubled from Chatsworth to Hasson.

4. For the purpose of pushing trains out of yards:

(a) No engine will be placed behind wooden underframe caboose or other wooden frame equipment.
(b) Engines weighing more than 235,000 pounds on the drivers will not be placed behind steel underframe cabooses.
(c) Air will not be coupled through pusher engine.
(d) Yard engines regularly so used will be equipped with Russell-Jordan device to hold the coupler pin from dropping, thus making it unnecessary for employes to uncouple the pusher engine when cutting off.
(e) In no case shall the knuckle be removed, or closed, or cutting lever temporarily fastened in release position on a pusher engine, as means of preventing coupling being made.
(f) Unless local conditions require, it will not be necessary to stop trains to detach pusher engines.

In helper service:

(a) No helper engine will be placed behind wooden underframe cars or cabooses.
(b) Helper engines weighing more than 235,000 pounds on the drivers will not be placed behind steel underframe cabooses.
(c) In no case will more than one helper engine be placed behind steel underframe cabooses.
(d) When helper engines are used in rear of freight trains, C and lighter class must be placed behind heavier class except between Burbank Jct. and Saugus C and heavier class must be placed ahead of AC class.
(e) Helper engines on freight trains must be placed in rear through Tunnels 25 and 26.
(f) Engines with cars must not be cut off or coupled to a train while same is in motion.
(g) Engines must not be cut off head end of trains while same are in motion.
(h) When helper engine is coupled behind caboose angle cocks must not be turned and hose separated while train is in motion.

6. Ventura County Railway has preference on Oxnard Wye.

8. At points where engine is to be changed, or cars set out or picked up on passenger trains, rear brakeman will open steam valve on rear of train at station one-mile board and engineman will shut off the steam one half-mile from station.

10. Pocket track, Saugus, extending west from westward siding, may be used by trains, not exceeding 10 miles per hour.

Stop board west end of trestle 553.08 Greenspot. In case of high water, rain or indication of storm in mountains, do not pass over trestle until inspection has been made by trackmen.

Tracks diverging from main track to following industries and routes Los Angeles yard must not be used by engines equipped with pony or engine truck:

Lincoln Warehouse Spur, College Street,
Paraffine Spur, Main Street, just east of Naud Junction,
Kerckhoff Lumber Co., Naud Junction,
Daniels Spur, West of Aliso Street,
City Water Department, Ducommon Street,
Los Angeles Warehouse, Jackson Street,
Jackson Street Drill, Jackson Street,
Wickwire Spencer Steel Co., Turner Street,
California Hardware, Davies Spur No. 1 and Davies Spur Extension, between 1st and 2nd Streets,
Roeblings Spur, 2nd Street.
Haas, Baruch & Co., Panama No. 3, Panama No. 4, Ducommon Spur, between 2nd and 3rd Streets.
Southern California Box Co., between 3rd and 4th Streets.
Bekins Van and Storage Co., 4th Street.
Fifth Street Team, 5th Street.
Simmons Bed Co., between 5th and 6th Streets.
New Sixth St. Market, 6th Street.
Old Sixth St. Market, between 6th and 7th Streets.
Santa Monica Air Line, 25th Street.

F, Mt, GS, SP and AC class engines must not be used on any Branch.

Engines heavier than F class must not use transfer track at San Fernando 300 feet beyond switch points.

Engines heavier than F1 class must not use Graham spur, Union Supply Co. track, or spur paralleling main track at Roscoe west of derail.

Engines heavier than C class must not be used on Pasadena and Duarte Branches.

Engines heavier than C class must not be used on Ojai, Santa Paula and Tustin Branches.

Engines heavier than T-31 Class must not be used on Smeltzer and Los Alamitos Branches, except C class engines may use Los Alamitos Branch at West Anaheim 80 car lengths east of wye switch, not exceeding 8 miles per hour.

Engines heavier than M class must not be used on Laguna Branch.

Engines heavier than C class must not be used on tracks at points listed below:

Santa Barbara yard	In old yard, Caboose, Swamp, team behind freight house. Must not back up through short crossovers at west end freight yard.
Summerland	All, except main track and west end of oil track for a distance of 450 feet from clearance point.
Ortega	Spur off west end of siding.
Carpinteria	Spur, outfit, MOD spur eastof road crossing.
Seacliff	House, 200 feet beyond clearance point, both ends.
Ventura	Wholesale Grocery, Union Oil, Corral, spurs on Ojai branch between Ventura Jct. and Main St. except Hobson Bros. and water spurs.
Montalvo	Spur off west end siding, all tracks in old yard except main track, Texaco Oil spur.
El Rio	Spur.
Oxnard	Wye and No. 4, G & G spur west of packing shed. High lines A, C, S Yard.
Todd	Spur.
Leesdale	Beet beyond clearance point.
Sucrosa	Beet.

SPECIAL INSTRUCTIONS

Camarillo	S.P. Milling from west switch to point 90 feet west of switch to Walnut House.
Somis	Corral and S.P. Mill beyond west end warehouse.
Lagol	Spur.
Moorpark	Corral, Standard, Union Oil spurs and S.P. Mill beyond west end warehouse.
Strathearn	Corral.
Simi	Warehouse.
Santa Susana	Tapo spur Mill, Corral, Oil spur.
Hasson	Spurs at east end Hasson siding.
Chatsworth	Storage, all tracks in old Chatsworth Park yard from a point 100 feet west of switch.
Hewitt	Team.
Wahoo	Quarry.
Tunnel	Water, magazine spur.
Waltz	Powder spur.
Elayon	Oil spur.
Saugus	Team, and house.
Aurant	Storage.
San Pedro	High line.
Rudell	Spur.
Pomona	Back team track west of Main St. Winery spur.
Ontario	Assets Corporation
Declezville	Quarry tracks.
Beaumont	West end oil unloading track, Blinn Lumber spur.
Rockwood	Spur.
Brawley, El Centro, Calexico	Icing tracks or leads.
El Centro	Old wye.
Calexico	Wye.
Between Niland and Calexico	Industry tracks.
Between Indio and Yuma	Spurs; except Standard Oil, Narborn, Coachella Valley Grape Growers, ice house at Coachella; Glamis, Acolita and Ogilby.
Mecca	Water track beyond 100 feet east of crossing.
Iris	House track.
Knob	House track.

Engines and loaded cars must not use south track of Piru Rock Co. at Piru beyond a point 50 feet west of frog.

Engines must not use Consolidated Rock tracks, Roscoe, beyond a point 75 feet west of derails west of Radford Ave.

Engines must not use Lime Spur, hog ranch, South Fontana.

Engines must not use Hill-Benton spur east of Walnut beyond 1300 feet from main track switch.

Engines heavier than C class must hold on to sufficient cars to keep engines off light rail at

Montalvo: S. P. Mill track, beet track, and oil spur.
Ventura Jct.: Storage, and Associated Oil track.

20. **Head end passenger cars so constructed or loaded as to prevent trainmen passing through must not be handled on rear of any passenger train. Freight car or cars, must not be handled behind any car carrying passengers. The term "freight" does not include a baggage, express, or mail car, or a caboose.**

Pennsylvania Ry. refrigerator cars must not be handled coupled together in freight trains.

23. **Trains and engines moving on Alameda Street, Los Angeles, must respect city traffic signals, when in operation.**

24. Movements over Union Pacific tracks within Los Angeles Terminal area are governed by Union Pacific rules, time tables, special instructions, and bulletins.

SPEED TABLE

SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MIN. SEC.
6	10.00	24	2.30	37	1.37	50	1.12	63	0.57
8	7.30	25	2.24	38	1.34	51	1.10	64	0.56
10	6.00	26	2.18	39	1.33	52	1.09	65	0.55
12	5.00	27	2.13	40	1.30	53	1.08	67	0.54
15	4.00	28	2.08	41	1.27	54	1.06	68	0.53
16	3.45	29	2.04	42	1.25	55	1.05	69	0.52
17	3.31	30	2.00	43	1.23	56	1.04	70	0.51
18	3.20	31	1.56	44	1.21	57	1.03	72	0.50
19	3.09	32	1.52	45	1.20	58	1.02	74	0.49
20	3.00	33	1.49	46	1.18	59	1.01	75	0.48
21	2.51	34	1.45	47	1.16	60	1.00		
22	2.43	35	1.42	48	1.15	61	0.59		
23	2.36	36	1.40	49	1.13	62	0.58		

SPEED RESTRICTIONS IN MILES PER HOUR, WILL APPLY AS FOLLOWS:

Page No.	TERRITORY	PASSENGER—STREAMLINED	CARS OTHER THAN STREAMLINED				FREIGHT	Engines Backing	Switch Engines S-SE Type	LIGHT ENGINES RUNNING FORWARD			
		CARS with G S 1, 2, 3, MT, P. Cross Counter-balanced Engines	With E, T 26, 32, 37, 40 P.A. MT 1, 2, 3, 4, 5 G S Engines and Motors	With M, T, 1, 2, 8, 9, 23, 28, 31, 36, 57, 58 MK-5, 6, 7, 8, 9 Engines	With C-2 to 10, incl. C 18-29 incl. F 1, 3, 4, 5, 6 AC 4, 5, 6 MM 2 AM 2 SP 1, 2, 3 Engines	With C 12, 15, 17 TW MK 2, 4, 10 MC 2, 4, 6 AC 1, 2, 3 Engines	Freight and Mixed Maximum			E, P, A, Mt. 1, 2, 3, 4, 5 G S	T 26, 32, 37, 40	M, T 1, 2, 8, 9 23, 26, 31, 36, 57, 58 C 2-10 incl. C 18-29 incl. MK 5, 6, 7, 8, 9 F 1, 2, 3, 4, 5, 6 SP 1, 2, 3	C 12, 15, 17 TW, MK 2, 4, 10 MC 2, 4, 6 AC 1, 2, 3, 4, 5, 6 MM 2 AM 2
2, 3	Santa Barbara and Burbank Jct. via Oxnard and Raymer as follows:												
2, 3	M.P. 370.70-372.27	20	20	20	20	20	20	20	20	20	20	20	20
2, 3	M.P. 372.27-383.66	50	50	50	45	40	35	30	20	35	35	35	30
2, 3	Over bridge M.P. 375 Q	40	40	40	40	40	30	30	20	30	30	30	30
2, 3	M.P. 383.66-388.00	45	45	45	45	40	30	20	20	30	30	30	30
2, 3	M.P. 388.00-400.00 (except following four locations)	65	60	50	45	40	35	30	20	35	35	35	30
2, 3	M.P. 389.83-390.03	60	50	50	45	40	35	30	20	35	35	35	30
2, 3	M.P. 390.84-391.23	45	40	40	40	40	30	25	20	30	30	30	30
2, 3	M.P. 396.67-397.09	45	40	40	40	40	30	25	20	30	30	30	30
2, 3	M.P. 397.09-398.20	25	25	25	25	25	20	20	20	20	20	20	20
2, 3	M.P. 400.00-418.00 (except following five locations)	75	65	50	45	40	35	30	20	35	35	35	30
2, 3	M.P. 402.10-402.36	55	50	50	45	40	35	30	20	35	35	35	30
2, 3	M.P. 403.27-403.88	50	50	50	45	40	35	30	20	35	35	35	30
2, 3	M.P. 405.27-405.74	55	50	50	45	40	35	30	20	35	35	35	30
2, 3	M.P. 407.22-408.08	40	40	40	40	40	20	20	20	20	20	20	20
2, 3	M.P. 414.87-415.36	60	50	50	45	40	35	30	20	35	35	35	30
2, 3	M.P. 418.00-421.50	65	60	50	45	40	35	30	20	35	35	35	30
2, 3	M.P. 421.50-426.25	65	60	50	45	40	35	30	20	35	35	35	30
2, 3	M.P. 426.25-437.50 (except following two locations)	65	60	50	45	40	35	30	20	35	35	35	30
2, 3	M.P. 429.49-429.84	55	50	50	45	40	35	30	20	35	35	35	30
2, 3	M.P. 431.80-432.20	60	50	50	45	40	35	30	20	35	35	35	30
2, 3	M.P. 437.50-440.90	60	50	50	45	40	35	30	20	35	35	35	30
2, 3	M.P. 440.90-444.39	40	40	40	40	40	25	20	20	30	30	30	30
2, 3	M.P. 444.39-462.38 (except	75	65	50	45	40	35	30	20	35	35	35	30
	over P. E. Crossing Raymer)	60	60	50	45	40	35	30	20	35	35	35	30
2, 3	M.P. 462.38-462.70 Eastward	40	40	40	40	40	30	30	20	30	30	30	30
	Westward	35	35	35	35	35	30	30	20	30	30	30	30
2,3,4, 5,6,7,9	Saugus and Yuma; Niland and Calexico; except as otherwise provided for	50	50	50	45	40	35	30	20	35	35	35	30
9	East switch Saugus and West Portal Tunnel 25		40	40	40	40	25	25	20	25	25	25	25
9	West Portal Tunnel 25 and M.P. 458.14		30	30	30	30	20	20	20	20	20	20	20
9	M.P. 458.14-471.60 (Eastward only)						25						
9	M.P. 458.80-458.94		40	40	40	40	25	25	20	25	25	25	25
2,3,9	Burbank Jct. Crossover west of tower		30	30	30	30	20	20	20	30	30	30	30
	Crossover east of tower	35	35	35	35	35	20	20	20	20	20	20	20
2, 3	Burbank Junction and Dayton Avenue tower						25	25	20	25	25	25	25
2, 3	Glendale tower and Eastward home signal Dayton Ave. tower	40	40	40	40	40							
7	Eastward home signal Dayton Ave. tower and River Sta. tower	25	25	25	25	25	15	15	15	15	15	15	15
2, 3	Through turnouts each end main tracks Los Angeles Yard	30	30	30	30	30	20	20	20	20	20	20	20
2, 3	On third track Glendale tower and west lead "A" Yard	15	15	15	15	15	15	15	15	15	15	15	15
7	Entering and leaving tracks west end Midway yard Los Angeles yard	10	10	10	10	10	10	10	10	10	10	10	10
2, 3	East Bank line, Dayton Ave. tower and East Bank Jct.	20	20	20	20	20	20	20	20	20	20	20	20
2, 3, 4	East Bank line, on curve between East Bank Jct. and Mission tower and between East Bank Jct. and Taylor Jct.	10	10	10	10	10	10	10	10	10	10	10	10
4	Alhambra, end of double track through turnout		30	30	30	30	20	20	20	20	20	20	20
4	M.P. 491.20-494.05		60	50	45	40	35	30	20	35	35	35	30
4	M.P. 494.05-495.30		30	30	30	30	30	30	20	30	30	30	30
4	Over Bridge 496.71 west of Bassett		40	40	40	40	30	30	20	30	30	30	30
4	M.P. 495.30-505.10; 508.20-513.80		60	50	45	40	35	30	20	35	35	35	30
4	M.P. 513.80-514.80		30	30	30	30	30	30	20	30	30	30	30
4	M.P. 514.80-519.70		65	50	45	40	40	30	20	35	35	35	30
4	M.P. 519.70-520.70		30	30	30	30	30	30	20	30	30	30	30
4	M.P. 520.70-536.65		65	50	45	40	40	30	20	35	35	35	30
	Except over crossing Bloomington		60	50	45	40	35	30	20	35	35	35	30
4, 5	M.P. 536.65-540.00		30	30	30	30	30	30	20	30	30	30	30
5	M.P. 546.3-540 (Westward only)						25	25					
5	M.P. 546.3-589.00 (descending grade)						20	20	20	35	35	35	30
5	M.P. 546.3-562; 568-589		40	40	40	40							
5	M.P. 589.00-West switch Indio, except		60	50	45	40	35	30	20	45	40	35	30
5	M.P. 589.00 to 599.00 eastward freight and engines backing						25	25					
5	Indio to Edom (westward freight trains only)						40						
5, 6	Between outside switches Indio		30	30	30	30	20	20	20	20	20	20	20
6	East switch Indio-M.P. 632.00; 634.96-684.00		65	50	45	40	40	30	20	45	40	35	30
6	M.P. 666.58-668.04 (Niland)		30	30	30	30	30	30	20	30	30	30	30
6	M.P. 694.50-713.00		65	50	45	40	40	30	20	45	40	35	30
6	M.P. 713.00-723.00		60	50	45	40	35	30	20	35	35	35	30
6	Araz Jct. through all switches and through crossovers at Araz		30	30	30	30	20	20	20	20	20	20	20
6	West switch Colorado and Yuma		15	15	15	15	15	15	15	15	15	15	15

SPEED RESTRICTIONS IN MILES PER HOUR, WILL APPLY AS FOLLOWS:

Page No.	TERRITORY	PASSENGER					FREIGHT			LIGHT ENGINES RUNNING FORWARD			
		Maximum	With E, T 26, 32, 37, 40 P.A. MT 1, 2, 3, 4, 5 G S Engines and Motors	With M, T 1, 2, 8, 9, 23, 28, 31, 36, 57, 58 MK-5, 6, 7, 8, 9, Engines	With C-2 to 10 Incl. C 18-29 Incl. F 1, 3, 4, 5, 6, AC 4, 5, 6 MM 2 AM 2 SP 1, 2, 3 Engines	With C 12, 15, 17 TW MK 2, 4, 10 MC 2, 4, 6 AC 1, 2, 3 Engines	Freight and Mixed Maximum	Engines Backing	Switch Engines S-SE Type	E, P, A, Mt. 1, 2, 3, 4, 5, G S	T 26, 32, 37, 40	M, T 1, 2, 8, 9 23, 26, 31, 36, 57, 58 C 2-10 Incl. C 18-29 Incl. MK 5, 6, 7, 8, 9 F 1, 2, 3, 4, 5, 6 SP 1, 2, 3	C 12, 15, 17 TW, MK 2, 4, 10 MC 2, 4, 6 AC 1, 2, 3, 4, 5, 6 MM 2 AM 2
9	Laguna Branch	10					10	10	10				
9	Westmorland Branch	25					25	25	20				
9	Over Alamo bridge, Calipatria and Rockwood	30	30	30	30	30	20	20	20	20	20	20	20
9	Calipatria and Sandia	25					25	25	20				
9	Sandia and Holtville	20					20	20	20				
9	Holtville and El Centro	25					25	20	20				
9	Calexico west outside switch and international boundry line	25	25	25	25	25	25	25	20	25	25	25	25
7	Ojai Branch	25					20	20	20				
7	Ojai Branch engines, backing on curves	15											
7	M.P. 407 and 408 Ojai Branch	10					10	10	10				
7	Burbank Branch	25					20	20	20				
7	Santa Paula Branch	30					25	25	20				
7	M.P. 414.06 and 414.20, Santa Paula Branch	30					18	18	18				
7	M P. 431.62 and 438.10, Santa Paula Branch	25					18	15	15				
7	M.P. 439.05 and 439.41, Santa Paula Branch	25					18	15	15				
7	M.P. 440.93 and 441.96, Santa Paula Branch	25					18	15	15				
7	M.P. 444.20 and 444.84, Santa Paula Branch	30					18	18	18				
7	Clement Jct. and Firestone Park	20					20	20	20				
7	Home signals Nadeau interlocking plant	10					10	10	10				
7	Firestone Park and San Pedro	40					30	30	20				
7	Wilmington (Anaheim Blvd.) and Fifth St., San Pedro	15					15	15	15				
8	Long Beach Branch	40					25	25	20				
8	Long Beach Branch, P. E. Crossing and Anaheim Blvd	10					10	10	10				
7	Opposite Station Building and crossover switches. End of D.T. Firestone Park	15					15	15	15				
8	Home signals South Gate interlocking plant	20					20	20	20				
8	Firestone Park and Santa Ana	40					30	30	20				
8	West Anaheim and 1 mile east of Anaheim	15					15	15	15				
8	Santa Ana and Dyer	30					25	25	20				
8	Whittier Branch	30					30	20	20				
8	Whittier Branch over Telegraph Road	10					10	10	10				
8	Los Alamitos Branch	20					15	15	15				
8	Smeltzer Branch	30					25	25	20				
8	Tustin Jct. and Tustin, except following:	30					30	20	20				
	Bridge 513-D	20					20	20	20				
	M.P. 516.3 to 516.41; M.P. 517.73 to 518.25	20					20	20	20				
	M.P. 518.70 to 518.92; M.P. 519.23 to 519.86	20					20	20	20				
	M.P. 521.60 to 521.73	20					20	20	20				
8	Pasadena Branch	15					15	15	15				
8	Duarte Branch, except	30					20	20	20				
8	Over Bridge 496-E just east of Arcadia	10					10	10	10				
8	Covina Branch	40					25	25	20				
8	Covina Branch, C Class engines	20					20	20					
9	Chino Branch	20					20	20	20				
8	San Bernardino and Riverside Branches	35					20	20	20				
9	Home signals Highgrove interlocking plant	20					20	20	20				
9	Redlands Branch	25					20	20	20				
9	Station and wye switch on Calexico line—Niland	20	20	20	20	20	20	20	20	20	20	20	20

DERAILS IN MAIN TRACK

Long Beach—5 feet east of switch to Blacks Spur.

TUSTIN BRANCH

Tustin—10 feet east of east switch.

COVINA BRANCH

Bassett—120 feet west of water tank, mile post 497.52.
Pomona—50 feet west of west line of Rebecca St., mile post 514.8.

REDLANDS BRANCH

Crafton—163 feet west of west switch, mile post 551.1.
Crafton—400 feet from end of track, mile post 551.6.
Redlands, 2nd Street—West end of Mill Creek bridge, mile post 547.33.

SANDIA BRANCH

Calipatria—174 feet east of junction switch mile post 676.05.

WESTMORELAND BRANCH

Calipatria—171 feet east of junction switch mile post 676.05.

OJAI BRANCH

Ventura Jct.—250 feet west of junction switch.
Ojai—6 feet west of initial switch.

Speed prescribed by train order, or bulletin, for passenger trains must not be exceeded by trains 98 and 99.

Trains consisting of streamlined cars, when handled by other than GS-2 or GS-3 class engines, must not exceed speed prescribed for type of power used.

Following engines have been cross counter-balanced for speed of 75 miles per hour with passenger streamlined cars only:

All GS-1, 2, 3, MT-1, 2, 3, 4, 5.

P-7, 8, 10, 12—2461, 2463, 2467, 2474, 2475, 2476, 2479, 2480, 2482, 2483, 2484, 2485, 2488, 2489, 2491, 3120, 3121, 3122, 3123, 3124, 3126, 3127, 3128, 3129.

Following engines have been cross counter-balanced for speed of 55 miles per hour handling passenger trains:

F-1, 3, 4, 5—3625, 3634, 3652, 3656, 3658, 3665, 3666, 3676, 3677, 3681, 3685, 3687, 3692, 3706, 3709, 3711, 3716, 3727, 3728, 3732, 3737, 3742, 3752.

AC-4, 5—4111, 4114, 4115, 4116, 4117, 4123, 4124.

Maximum speed authorized for passenger trains, other than streamlined trains, will apply to the C.M.W. and C.M.E., when those trains consist entirely of passenger equipment, or box cars with steel wheels, except maximum speed of 60 M.P.H. must not be exceeded.

Maximum speed authorized for passenger trains between Los Angeles and Yuma will apply to Arizona overnight mdse. trains (AON) when consists entirely of cars equipped with steel wheels, except as follows: 60 miles per hour must not be exceeded at any point; 35 miles per hour Beaumont to Garnet; 40 miles per hour Knob to Araz Jct. Stops for inspection will not be made unless necessary in judgment of the conductor and engineer. Running air brake tests shall be made approaching interlocking plants, leaving Beaumont, also Indio. Standing air brake test shall not be made at Beaumont, unless continuity of the brake pipe has been changed. Retaining valves will not be turned up on trains of less than 12 cars, Beaumont to Edom, unless requested by engineer.

Maximum speed for light engines running forward on branches when not otherwise shown will be same as maximum for freight trains.

Trains consisting of engine and caboose only must not exceed freight train speed.

Speed restrictions for engines are shown in speed table; however, attention is called to the following maximum speeds at which tenders may be operated subject to restrictions imposed locally:

Tenders having water capacity 7,000 gallons or less, except classes 70-R-1 and 70-SC-1, maximum speed 50 miles per hour.

Tenders having water capacity in excess of 7,000 gallons, and including classes 70-R-1 and 70-SC-1, maximum speed same as engine speed.

Trains handling relief outfit main track and Santa Ana branch, 25 miles per hour; branches other than Santa Ana, 15 miles per hour.

Do not exceed 10 miles per hour through turnouts and slip-switches unless otherwise provided.

F and S.P. class engines must not exceed 8 miles per hour on No. 7 turnouts and all slip-switches.

Engines heavier than C class must not exceed 10 miles per hour on tracks other than main tracks and yard tracks 1, 2, 3 and 5, or 5 miles per hour backing through crossovers and turnouts, Santa Barbara.

C class engines must not exceed 10 miles per hour on curves and 25 miles per hour on straight track running forward or 10 miles per hour on curves and 20 miles per hour on straight track running backward on Limoneria spur (Santa Paula).

C class engines must not exceed 5 miles per hour on curves and ten miles per hour on straight track, Tapo Spur (Santa Susana).

C class engines must not exceed 12 miles per hour between Santa Ana and Dyer.

Do not exceed 6 miles per hour entering Alameda St. from Finkelsteen Foundry Co. spur located 600 feet east of Tweedy Boulevard, San Pedro Branch, crossing must be cleared as quickly as practicable.

Engines heavier than M4 class must not exceed 8 miles per hour on sidings Duarte branch.

Speed of V & T engine 22 must not exceed 30 miles per hour running forward, or 20 miles per hour running backward.

Engines heavier than C class must not exceed 10 miles per hour on storage track Pomona, or Corral, Caboose and No. 14 tracks, Colton.

SPEED OF TRAINS REGULATED BY ORDINANCE THROUGH CITY LIMITS

PAGE	BETWEEN	PSGR. m.p.h.	FRT. m.p.h.	Lgt. Eng. m.p.h.
2, 3	Santa Barbara	20	20	20
2, 3	Ventura station and M. P. 397.09	25	20	20
7	Santa Paula	15	15	15
7	San Fernando, over first street crossings east and west of station	25	25	25
2, 3, 4	Los Angeles; between 25th St., River Station Tower, Naud Jct. and easterly line of Main St.	10	10	10
4	Los Angeles, entering street intersections between easterly line of Main St. and easterly line of Valley Boulevard	15	15	15
4	El Monte	30	25	25
4	Pomona, 2640 feet each side of station	30	30	30
4, 5	Colton	30	30	30
8	Pasadena, Hope Street crossing M. P. 490.4	6	6	6
8	Pasadena, California Street crossing M. P. 491.8	5	5	5
8	La Verne, 7958 feet west and 3336 feet east of station	40	25	25
8	Covina Branch Pomona Jct. switch and 1161 feet west	15	15	15
9	Redlands, 2nd St., all street crossings	10	10	10
8	San Bernardino, across Second, Rialto and Mill Streets	20	20	20
9	El Centro, Main Street crossing	20	20	20
9	Calipatria, Main Street	12	12	12
7	Vernon 783 feet east of Clement Jct. and Slauson Ave., 9340 feet	20	20	20
7	Compton over Orange and Olive Sts	20	20	20
7	Compton over Main Street	8	8	8
8	Santa Ana, 3208 feet west and 2132 feet east Station	12	12	12

Maximum operating speeds for S P class engine when inside main rod has been removed:

Running under own steam........................30 M.P.H.
Being towed in train..............................30 M.P.H.

Dead or disabled engines, except S and SE Class with all rods on, or main or side rods removed, are restricted to 30 miles per hour; with main and side rods removed, to 20 miles per hour.

Dead or disabled S and SE Class engines with all rods on, or main or side rods removed, or main and side rods removed, are restricted to 20 M.P.H.

When all weight has been removed from any one pair of drivers on an engine, the speed must not exceed 20 miles per hour.

When all weight has been removed from only one wheel of a pair of drivers on an engine, the speed must not exceed 30 miles per hour.

Engine with engine truck removed, running under own steam or hauled in train must not exceed 20 miles per hour.

Engines operated coupled tender to tender must not exceed speed permitted same engines running backwards.

Large loaded oil cars must not be moved to exceed 15 miles per hour on any branch, except may be moved 20 miles per hour on tangent track on Santa Paula, San Pedro, Whittier, Santa Ana, Sandia, and Westmorland branches.

Baggage cars, express cars and freight cars equipped with steel wheels assigned to merchandise service are restricted to 60 M.P.H. under load.

Wooden passenger-carrying cars, wooden baggage, express and other head end cars, unless equipped with steel center sills and steel platforms must not be handled in passenger trains.

Speed of trains handling such cars restricted as follows: When consist includes not more than three wooden passenger carrying cars, maximum speed must not exceed 50 M.P.H. When consist includes more than three wooden passenger carrying cars maximum speed must not exceed 40 M.P.H.

If consist of train includes both wooden and steel passenger-carrying cars, the wooden cars must be kept together and handled on rear.

Trains carrying cabooses equipped with cast iron wheels must not exceed 40 miles per hour.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE

Employes are warned that it is dangerous to ride on top or sides of cars while passing those points and that they must protect themselves from injury.

Bulletins may be issued from time to time referring to impaired clearances not listed below.

Mile Post	BETWEEN	HEIGHT	DESCRIPTION
441.2	Hasson and Chatsworth.......	20 ft. 2 in.....	Tunnel No. 26.
442.9	Hasson and Chatsworth.......	20 ft. 6 in.....	Tunnel No. 27.
443.9	Hasson and Chatsworth.......	20 ft. 6¾ in...	Tunnel No. 28.
423.0	Sespe and Fillmore...........	21 ft. 4 in.....	Sespe Creek.
432.2	Piru and Camulos.............	21 ft. 4 in.....	Piru Creek.
481.7	Taylor—River Sta. Tower.....	21 ft. 6 in.....	Footbridge.
482.6	Mission Junction—Aurant.....	21 ft. 9 in.....	L. A. River.
547.3	Motor Jct.-Redlands 2d St.....	19 ft. 6 in.....	Mill Creek.

Los Angeles Yard: Impaired:

P. E. inbound local track, Brooklyn Ave. bridge, Macy Street......Overhead
Califelt Co., eaves, Aurant..........................Side
Western Concrete Co., wall, Aurant..........................Side
Herberger Pickle Co., wall, Aurant..........................Side
Ventura Spur (Texaco Spur), Aurant platform..........................Side
Davies Spur, fire escape, Vernon Edler Building...........Side and Overhead
F. Arbogast Bldg., Commercial and Market..........................Side
L. A. Warehouse, gate, Commercial and Market..........................Side
J. F. Holbrook, gate, 310 Market St..........................Side
Roberts, Otter & Nelson Bldg., 316 Market St., platform..........................Side
Pacific Pipe Supply Co., platform, 1002 Santa Fe..........................Side
Oro Grande Co., platform, 743 Wilson St..........................Side
International Harvester Co. Bldg., 734 Atlantic St..........................Side
Bekins Storage Co., building, 4th and Alameda..........................Side
Western Machinery Co. Bldg. and Cable, Dayton and Alhambra Ave..Overhead
Paraffine Co., spur, wall, Main and Augusta Sts..........................Side
Peck & Hill spur, shed roof, N. Spring and Alpine..........................Side
Capitol Mill Co. Spur, gate, building entrance, N. Spring and B. & B. Yard..........................Side and Overhead
"B" Freight Shed, platform, N. Spring..........................Side
L. A. Junk Co. Spur, Roundout St. platform..........................Side
Sand Blast Shed (door), L. A. Shops..........................Side and Overhead
Track 11, 3 lean-to's Lumber Shed, L. A. Shops..........................Side
District Store Office Platform, L. A. Shop..........................Side
Sand Houses, Fire Brick Sheds, L. A. Shops..........................Side
L. A. Brewery Building, L. A. Shops, 1920 N. Main..........................Side
Foot Bridge (East and Westward main tracks, upper tracks 1, 2, 3, 4, 5 6, 7, and 15) River Station..........................Overhead and Side
Building (River Station), Standard Oil track..........................Side
Scale House (River Station), Lower Track 15..........................Side
Hub switch stands for derails, Santa Fe Transfer tracks Bull Ring........Side
Fence (along track 16), 4th and 6th Alameda..........................Side
Los Angeles River Bridge, West end Midway Yard..........................Side
L. A. River Bridge. Mission Jct..........................Side
Lacy Mfg. Co., Crane Post on their spur Inside Yard.......Overhead and Side
L. A. Warehouse, Commercial and Alameda..........................Side and Overhead
Lead to L. A. Warehouse, Market and Alameda..........................Side
Union Hdw. & Metal Co., First and Alameda............Side and Overhead
L. A. Ice & Cold Storage Co., Fourth Street plant.........Side and Overhead
Oakley Paint Co. bet. Clover and Antonio Sts., Alhambra Ave., Los Angeles..........................Side
Oil Well Supply Co., Steps, Crane and Gate, Alameda at Naud Jct.......Side
Griffin Wheel Co., Concrete platforms, Vernon..........................Side

Santa Barbara:
Palmer Gavit private car shed..........................Overhead
Ventura—Platform Coast Wholesale Co..........................Side
Summerland—Loading racks Seaside Oil Co..........................Side
Santa Paula—Corner of Blanchards Packing House..........................Side
Santa Paula—Pump house, siding..........................Side
Santa Paula—Santa Paula Rock Co., Wilshire spur......Side and Overhead
Santa Paula—Santa Paula Rock Co. loading chute.......Side and Overhead
Elayon—Standard Oil Co. filling racks..........................Side
Roscoe—Consolidated Rock Co. bunkers..........................Both Sides
Roscoe—Consolidated Rock Co. sand piles and switch stands...........Side
Wahoo—Consolidated Rock Co. piles of rock..........................Side
Wahoo—Consolidated Rock Co. rock crusher............Side and Overhead
West Glendale—Inner Tube Factory..........................Side
Glendale—L. A. Basket Co. bldg..........................Side
Glendale—Tropico Potteries Bldg. and retaining wall..........................Side
Canoga Park—Stock chutes..........................Side
Van Nuys—Fence at Hammond Lumber Company spur..........................Side
Oxnard—American Beet Sugar Co.:
Track 15 beet dump..........................Side
Track 7, power house and scale house..........................Side

Alhambra:
Braun Iron Works..........................Overhead
Braun Co. inside fence..........................Side
Huntington Land Co. spur, fence alongside track..........................Side
High line west of station, guy wire on P. E. trolley pole..........................Side

Pasadena:
Freight house platform..........................Side

Monrovia:
East of Canon Street, one telephone pole..........................Side
Day and Night Water Heater Co., spur, platform and roof............Side
El Monte—Ross Construction Co. spur, platform and material piles.....Side
Crushton—Switch stand on derail No. 3 between P. E. and S. P. tracks..Side
Azusa Ave.—Golden Orange Growers Packing House platform..........Side

Pomona:
Stine Transfer Company..........................Side
Pomona Box Co..........................Side

Narod:
West Ontario Citrus Association, East and West..........................Side

Ontario:
Hickey Warehouse Co..........................Side
Exchange Orange Products Co., both tracks.............Side and Overhead
Exchange Orange Products Co., track 3..........................Side

Chino:
Water tank..........................Side
Sugar tracks No. 4 and No. 5..........................Side
South Fontana—Hog Farm No. 1 and No. 2..........................Side

Colton:
All loading tracks Cement Plant..........................Side
P. F. E. Track No. 6..........................Overhead and Side
Roundhouse..........................Side
Colton sand spur..........................Overhead

San Bernardino:
Southern Pacific Grain Co..........................Side
I. S. Chapman & Co..........................Side
P. E. Poles, Colton to San Bernardino..........................Side

Highgrove:
Stock corral..........................Side
Station platform..........................Side

Riverside:
Wilson & Company..........................Side
Riverside Foundry..........................Side
Union Oil Company..........................Side
M. J. Johnson & Co., wholesale grocers..........................Side
Albers Packing House..........................Side

Redlands, 2nd St.:
Auto loading platform..........................Side
Lyons & Sons Packing House..........................Side

Crafton:
Krumn Manufacturing Company..........................Side
Banning—Canning Co. spur..........................Side
Mecca—Water track..........................Side

Brawley:
Shed 28..........................Side
Hammond Lumber Company spur..........................Side
Loading chute corral..........................Side

Calexico:
Mt. Signal Produce Shed Track 4..........................Side

Compton—Shed in Union Rock Co. plant..............Side and Overhead
(Do not switch cars beyond this point)

Wilmington (Anaheim Blvd.)—Advance Truck Co. Spur, Side and Overhead
(Do not use beyond gate)

San Pedro:
Drawbridge..........................Side and Overhead
S. P. Slip platform..........................Side
S. P. High wharf 10th Street..........................Side
E. K. Wood Lumber Co., fire house..........................Side
E. K. Wood Lumber Co., drinking fountain..........................Side
Consolidated Lumber Co., platforms tracks 6 and 7..........................Side

Long Beach—P. E. trolley wires across tracks at 6th and 7th Sts...Overhead

Whittier:
U. P. Ry. trestle west end Citrus Assn. house..........................Side
Norwalk—Stock chute and Greenings warehouse..........................Side
Buena Park—American Fruit Growers house, also low switch stands.....Side

Anaheim:
At intersections of Los Angeles and Claudena Sts., four fifty-foot poles..Side
Lemon and Orange Growers house..........................Side

Los Alamitos:
Los Alamitos Sugar Co.. power house..........................Side

Santa Ana:
Oil pipe at round house..........................Side
Railing and portion of building off Santa Fe Wye..........................Side
California Packing House..........................Side
Pipe at Chapmans Cement House..........................Side

Dyer:
Holly Sugar Co.—Scale house..........................Overhead and Side
Tin warehouse..........................Side
Brick sugar house..........................Side
Electrical shop and rock pile..........................Side
Glass Factory, gates..........................Side

When in use, apron on beet dump and beet loading conveyor at stations named below will not clear a car of greater height than a beet rack:

Sucrosa
Leesdale
Northridge
Norwalk
Wintersburg
Los Alamitos
Saugus
El Monte
Chino
Brawley
El Cenrto
Curlew
Rico

Open deck trestle at M.P. 462.44, 90 feet west of east switch of joint track North Hollywood; 90 feet east of east switch at east end of joint track near Kester; M.P. 540.11 Santa Ana River Bridge Riverside Branch; Lytle Creek Bridge San Bernardino Branch 541-C.

Open pit under and alongside track on Consolidated Rock Company Spurs at Wilmington (Anaheim Blvd.) and Whittier.

Pacific Electric trolley poles between Colton and San Bernardino at Colton (on Riverside line) between "O" and Congress Sts. from P. E. transfer to seven poles east, Lone Hill and Ganesha Junction, will not clear man on side of car.

Tracks adjacent to icing platform following points have side clearance of less than 7 feet 8 inches and are restricted to service of Pacific Fruit Express which is defined as icing, heating, ventilating, unloading salt, heating appliances, fuel, storage of refrigerator cars and trains of mixed consist requiring Pacific Fruit Express platform service; Taylor, one track; Colton, track 6.

Following water tanks are not standard clearance: Santa Paula, Piru, Pomona, Chino, Guasti, Colton, El Casco, Garnet, Palm Springs.

Following water columns are not standard clearance: Moorpark, Palm Springs.

RATING OF ENGINES—LOS ANGELES DIVISION—IN MS. OF 1000 LBS. BACK OF TENDER.

NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	Los Angeles to Ontario	Alhambra to Puente, Ontario to Colton	Colton to Los Angeles	Bloomington to Savanna, Stoneman to Alhambra	Colton and Indio	Indio to Yuma	Yuma to Indio	Indio and Niland Amos and Knob	Niland and Araz Jct. via Inter-California Railway Line	Los Angeles to Saugus	Saugus to Los Angeles	Los Angeles and Santa Barbara via Oxnard
M— 4	M—63 20/28 126	1617 to 1713	190	1600	3450	1850	3350	940	2250	2100	3300	2900	730	820	1700
M— 4	M—63 20/28 128-S														
M— 4	M—63 20/28 135-S														
M— 6	M—63 21/28 150-S	1720 to 1803	200	2000	4250	2300	4150	1200	2800	2600	4050	3600	930	1000	2150
M—6, 8	M—63 21/28 159-S														
M— 9	M—63 21/28 150-S	1804 to 1822, 1828 to 1831	210	2100	4500	2450	4300	1250	2900	2750	4300	3800	990	1100	2250
M—11	M—63 21/28 153-S														
P—1, 3, 5	P—77 22/28 141-S	2400 to 2452	210	1800	4200	2100	4050	1000	2550	2350	3750	3350	800	890	1950
P— 4	P—77 23/28 155 B,58-SF	2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424, 2436	210	2050	4600	2400	4350	1150	3050	2850	4300	3800	900	1000	2250
P— 6	P—77 25/28 172-S	2453 to 2458	200	2250	5200	2600	5100	1300	3200	2950	4650	4150	1000	1150	2500
P— 7	P—73 25/28 171-S	2476, 2477	200	2400	5450	2800	5400	1400	3400	3150	4950	4400	1100	1250	2650
P—10	P—73 25/30 181-SF	2478 to 2483	200	2500	5600	3000	5450	1450	3600	3300	5200	4650	1100	1250	2750
P—10	P—73 25/30 183-B,63-SF	2484 to 2491	200	2600	5600	3100	5750	1450	3900	3600	5400	4850	1100	1250	2850
P—12	P—73 27/28 189-SF	3120 to 3129	190	2600	6050	3050	5450	1500	3700	3450	5450	4850	1200	1350	2950
P—12	P—73 26/28 189-SF		205												
C—9, 10	C—57 22/30 200-SF	2513 to 2599, 2750, 2752 to 2860	210	2550	5300	2950	5200	1500	3600	3300	5200	4600	1200	1300	2700
C—9, 10	C—57 22/30 194-S														
C— 8	C—57 22/30 192-S	2698 to 2749, 2751													
C— 5	C—57 22/30 187-S	2624 to 2679													
C— 5	C—57 22/30 185-S	2680 to 2693													
T—28, 31	T—63 22/28 162-S	2311 to 2362	210	2300	4850	2700	4700	1350	3250	3000	4700	4150	1050	1200	2450
Mk—7, 8, 9	Mk—63 29/30 247-S	3300 to 3324	176	3550	7450	4100	7200	2100	4950	4550	7200	6350	1650	1850	3750
Mk—7, 8, 9	Mk—63 29/30 257-SF														
F— 1	F—63 27½/32 273-S	3611 to 3652	200	3750	7750	4350	7600	2250	5250	4850	7600	6700	1750	1950	3950
F— 3	F—63 29½/32 297-S 300-SF	3653 to 3667	200	4250	8400	4950	7800	2550	6000	5500	10000	7600	2000	2200	4500
F—4, 5	F—63 29½/32 306-B,61-SF	3668 to 3763, 3769	200	4500	8850	5350	8000	2700	6600	6050	11000	8000	2100	2300	4800
F— 5	F—63 29½/32 306-B,62-SF	3764 to 3768													
Mt—1,3,4,5	Mt—73 28/30 246-B,60-SF	4300 to 4376	210	3500	7450	4100	7250	2050	5250	4850	8800	6500	1550	1750	3850
SP— 1	SP—63 25/28-32 316-B,60-SF	5000 to 5015	225	5200	10500	6200	9000	2900	7400	6950	11900	9000	2450	2700	5500
SP—2, 3	SP—63 25/28-32 317-B,61-SF	5016 to 5048													
AC— 1, 2, 3	AC—57 22-22/30 441-SF	4000 to 4048	210	4800	9950	5550	9750	2850	6700	6200	11900	8600	2250	2450	5050
AC— 4	AC—63 24-24/32 475-SF	4100 to 4125	235	6750	13900	7800	12000	4000	9450	8700	16500	12000	3200	3500	7150
AC— 5	AC—63 24-24/32 483-SF														
GS— 1	GS—73 27/30 262-B,104-SF	4400 to 4409	250	3700	8000	4450	7400	2100	5500	5100	9200	6900	1600	1800	3950
GS— 2	GS—73 27/30 266-B,104-SF	4410 to 4415													
GS— 3	GS—80 26/32 267-B,109-SF	4416 to 4429	280	3800	8250	4450	7600	2150	5650	5250	9500	7100	1650	1850	4100
	Allowance for Empty and Underloaded Cars	Less than 40 Ms		3	3	3	3	3	6	6	6	6	3	3	6
		40 Ms to 50 Ms		0	0	0	0	0	3	3	3	3	0	0	3
		More than 50 Ms		0	0	0	0	0	0	0	0	0	0	0	0

These ratings include the total weight of train, exclusive of engine and tender, which the different class of engines will haul in each direction between the stations shown.

Rating of engines entering Los Angeles from Firestone Park Subdivision is 10 per cent additional to rating Indio to Yuma.

MILEAGE

Main Lines

Saugus to Yuma	S. P. R. R.		282.54	
Santa Barbara to Burbank	S. P. R. R.		93.45	
Inter-California Ry	I. C. Ry	Niland to Calexico	41.70	
		Cantu to Araz Jct	2.71	
Total Main Lines				420.40

Branches

Burbank	S. P. R. R.	Burbank to Chatsworth Junction		20.74
Chino	S. P. R. R.	Pomona to Ontario		9.86
Covina	S. P. R. R.	Bassett to Pomona		17.40
Declezville	S. P. R. R.	South Fontana to Declezville		1.65
Duarte	S. P. R. R.	Alhambra to Duarte		13.27
Laguna	S. P. R. R.	Colorado to Potholes		12.28
Long Beach	S. P. R. R.	Wilmington (Anaheim Blvd.) to Long Beach		2.01
Los Alamitos	S. P. R. R.	West Anaheim to Los Alamitos		10.16
Smeltzer	S. P. R. R.	Stanton Jct. to Wiebling		7.78
Ojai	S. P. R. R.	Ventura Jct. to Ojai		15.16
Pasadena	S. P. R. R.	Alhambra to Pasadena		4.76
Redlands	S. P. R. R.	Bryn Mawr to Greenspot		8.94
San Bernardino & Riverside	S. P. R. R.	San Bernardino to Riverside		11.89
Sandia	I. C Ry	Calipatria to Near Holtville	27.46	
	H. I. Ry	Near Holtville to El Centro	9.73	37.19
San Pedro	S. P. R. R.	Los Angeles to San Pedro	25.60	
	L.A.& S.L.R.R.	At Los Angeles	7.30	
	P. E. Ry	At San Pedro	.03	32.93
Santa Ana	S. P. R. R.	Firestone Park to Dyer		31.04
Santa Paula	S. P. R. R.	Montalvo to Saugus		45.42
Tustin	S. P. R. R.	Tustin Junction to Tustin		10.64
Westmorland	I. C. Ry	Calipatria to Westmorland		12.79
Whittier	S. P. R. R.	Studebaker to Whittier		5.91
Total Branches				312.40
Total Los Angeles Division				732.80

TRAINMASTERS

E. J. KELLUM.............Los Angeles Yard
T. W. CARDWELL...........Los Angeles Yard
H. W. MAXWELL.......................Indio

TERMINAL TRAINMASTER

M. A. NUGENT.............Los Angeles Yard

ASSISTANT TRAINMASTER

A. S. McCANN........................Calexico

CHIEF TRAIN DISPATCHER

J. A. DAY......................Los Angeles

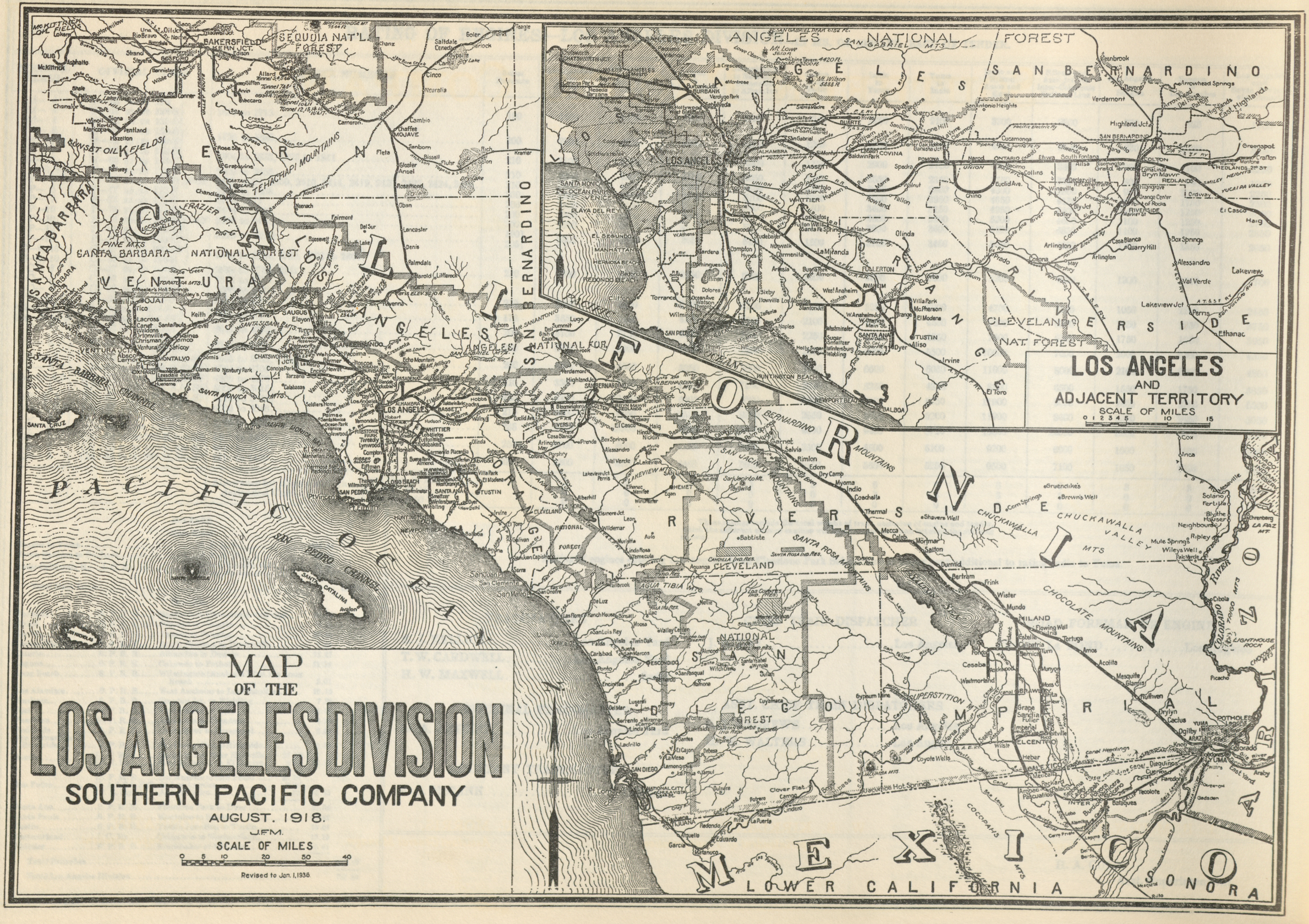
ASST. CHIEF TRAIN DISPATCHERS

L. J. ANDREWS...................Los Angeles
H. W. WALTERS..................Los Angeles

ROAD FOREMAN OF ENGINES

FRANK La FOND...............Los Angeles

H. A. CULP,
Asst. Superintendent.



MAP OF THE LOS ANGELES DIVISION
SOUTHERN PACIFIC COMPANY

AUGUST. 1918.

J.F.M.

SCALE OF MILES

0 5 10 20 30 40

Revised to Jan. 1, 1938

LOS ANGELES
AND
ADJACENT TERRITORY
SCALE OF MILES
0 1 2 3 4 5 10 15
CALIFORNIA
MEXICO
LOWER CALIFORNIA
SONORA
ARIZONA
PACIFIC OCEAN
KERN
VENTURA
SANTA BARBARA
LOS ANGELES
SAN BERNARDINO
ORANGE
RIVERSIDE
SAN DIEGO
IMPERIAL
SEQUOIA NAT'L FOREST
SANTA BARBARA NATIONAL FOREST
ANGELES NATIONAL FOREST
CLEVELAND NATIONAL FOREST
CLEVELAND NAT. FOREST
SUNSET OIL FIELDS
TEHACHAPI MOUNTAINS
SAN BERNARDINO MOUNTAINS
SAN JACINTO MOUNTAINS
SANTA ROSA MOUNTAINS
CHOCOLATE MOUNTAINS
CHUCKAWALLA VALLEY
SALTON SEA
SAN PEDRO CHANNEL
SANTA BARBARA CHANNEL
SANTA CATALINA
SANTA CRUZ
COLORADO RIVER
BAKERSFIELD
LOS ANGELES
SAN BERNARDINO
RIVERSIDE
SANTA ANA
LONG BEACH
SAN PEDRO
PASADENA
SAN DIEGO
VENTURA
SANTA BARBARA
OXNARD
COLTON
REDLANDS
INDIO
YUMA
EL CENTRO
CALEXICO
MEXICALI
TIJUANA